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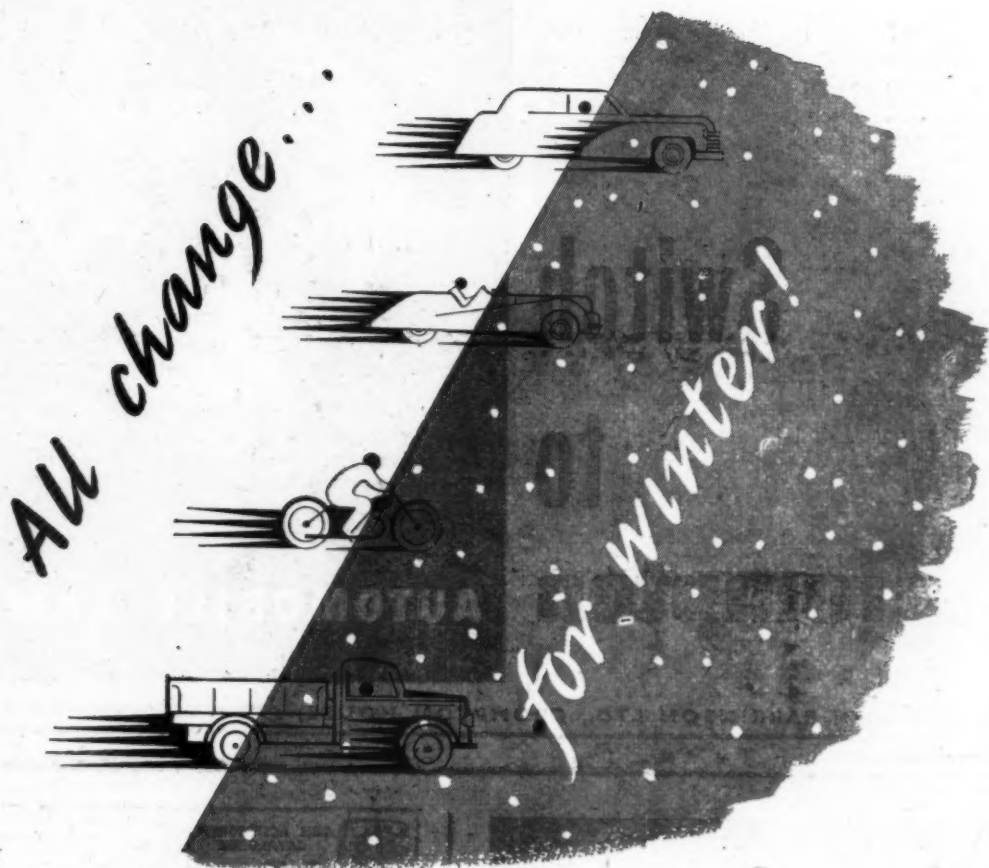
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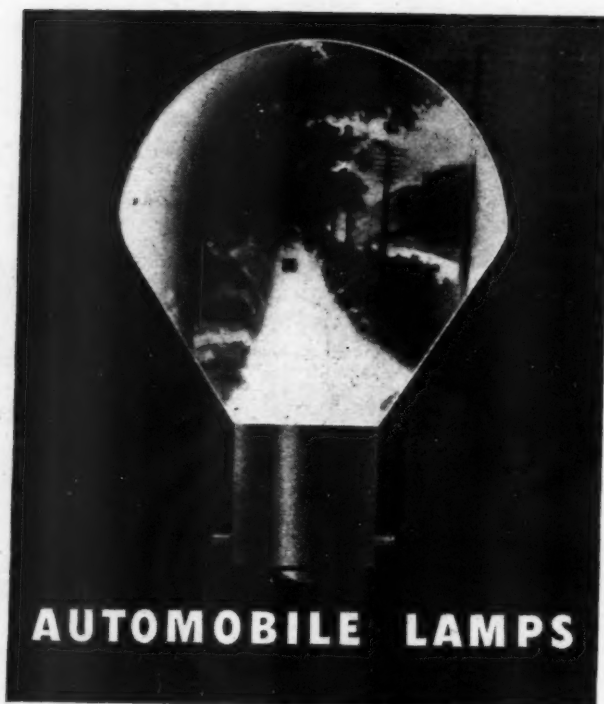
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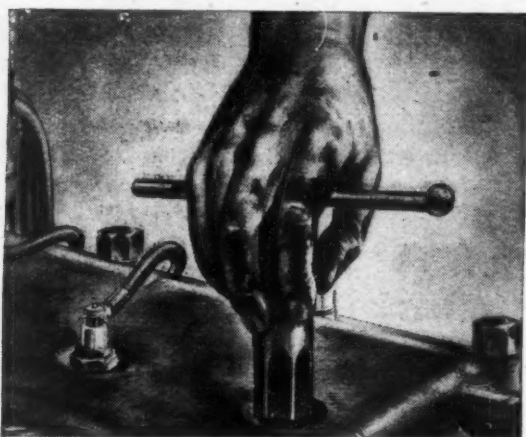
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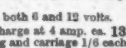
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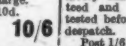
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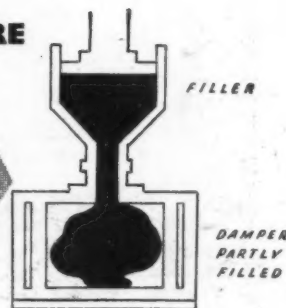
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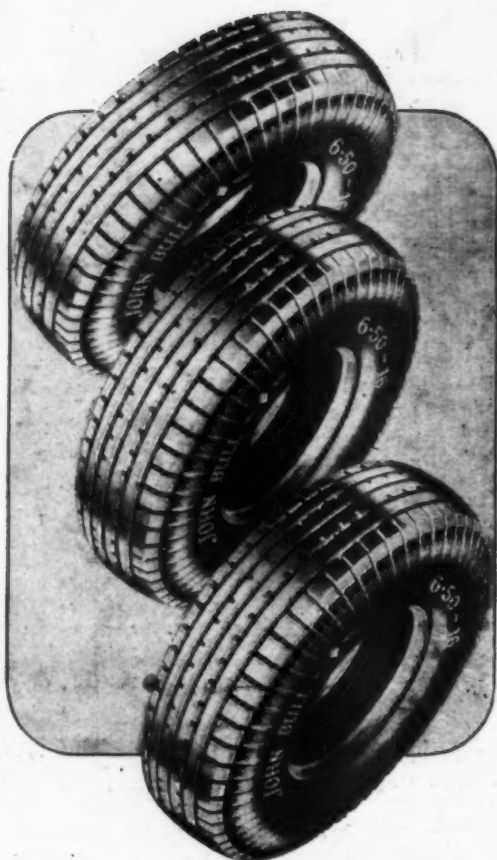


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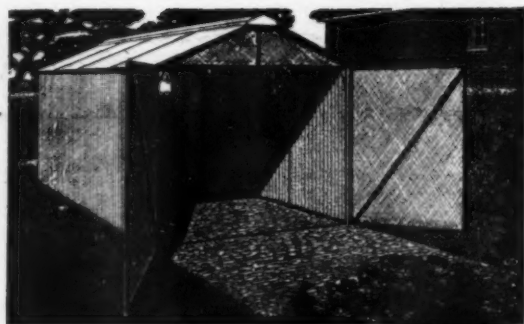
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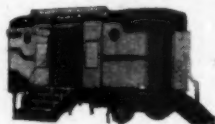
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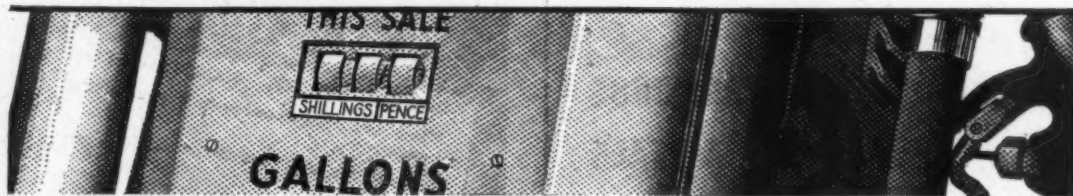
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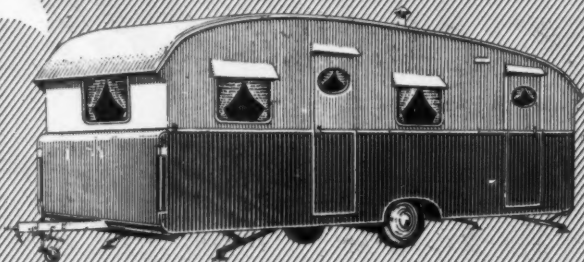
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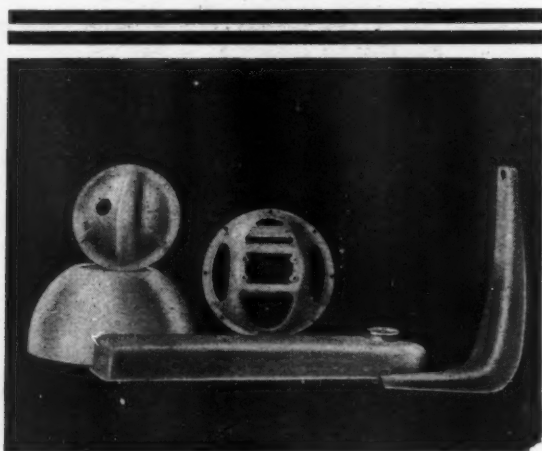
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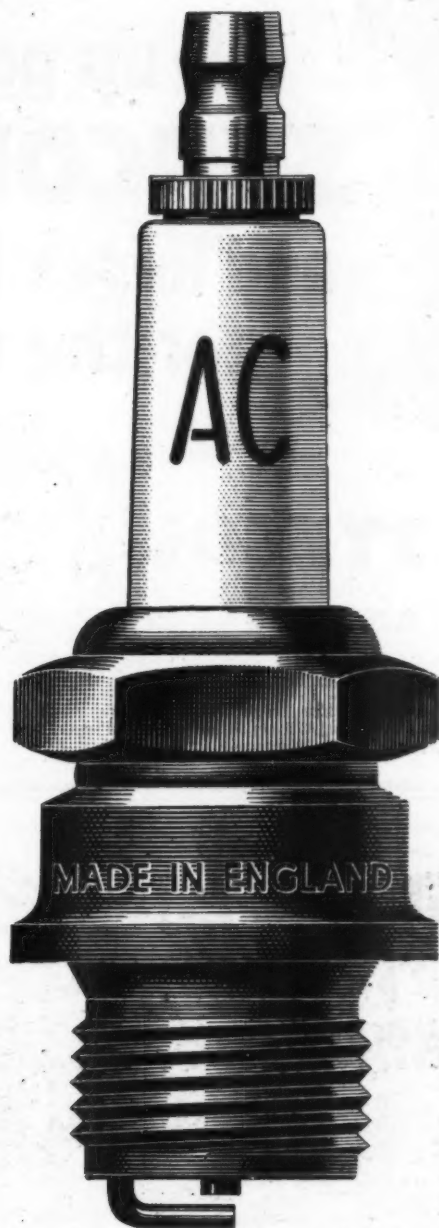
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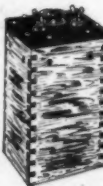
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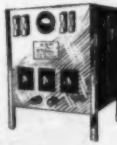
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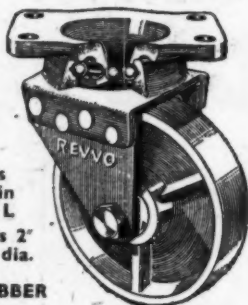
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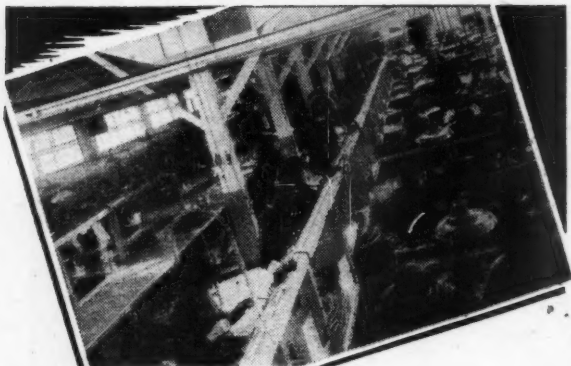


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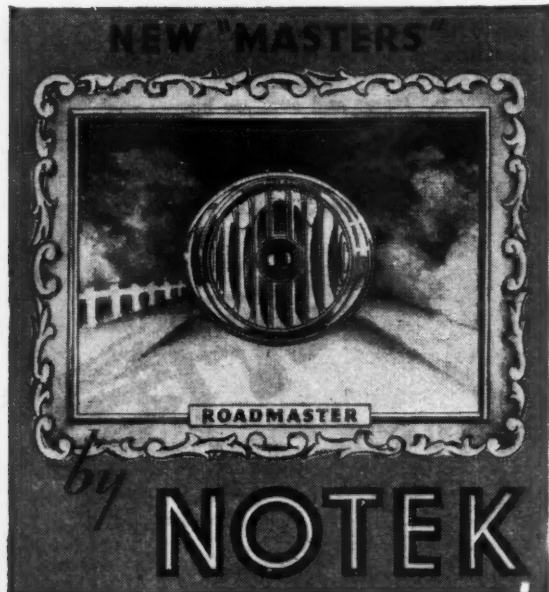


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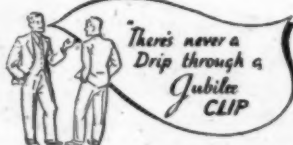
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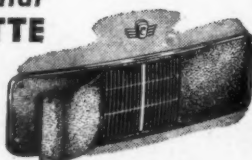
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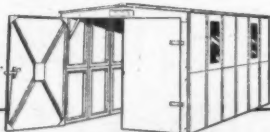


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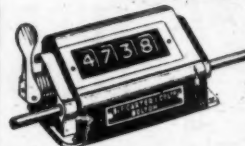


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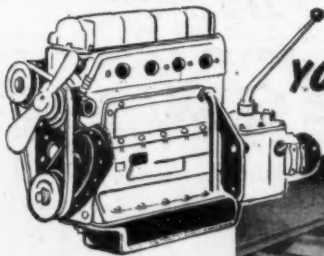


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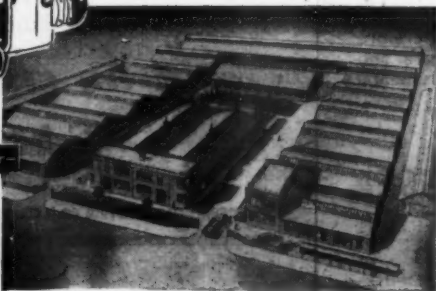
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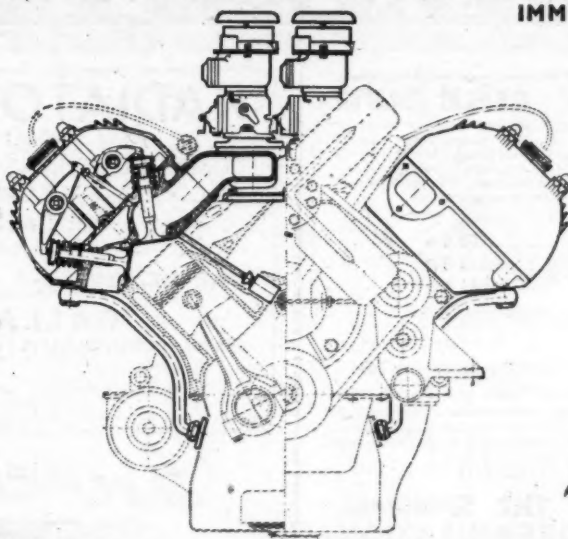
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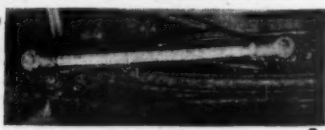
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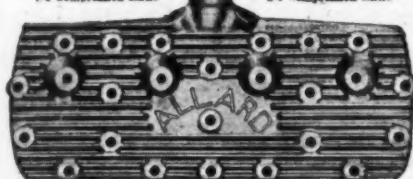
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The Autocar

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Vol. XCV

1951

IT would be absurd to pretend that 1950 was a year that brought great satisfaction to car owners in this country. Apart from the removal of petrol rationing—which had, in any case, been prolonged after it needed to have been—motorists received very little in the form of official blessing, and the needs of export have seen to it that new cars remained as scarce as ever.

Can anything better be hoped for in 1951? That question is discussed in the light of existing conditions in an article on pages 1319-20, but it is important to make the point that the question is answerable only in the light of such conditions, for no man can foresee the future. Suffice it to say that the far from rosy outlook could be changed quickly by a change of heart in the world. It may be difficult of comprehension, but the fact is that future car supplies depend to a considerable degree on the Kremlin. Wholehearted cooperation from the Soviet could result in the immense energies of the modern world being turned to the manufacture of consumer goods instead of arms, and amongst such goods the car could be prominent, especially as the prolonged shortage of sheet steel was due to end in the autumn of 1951.

There is, of course, no sign as yet of a *volte-face* in Moscow, but there is every sign that the old physical law that action and reaction are equal and opposite is applicable to international affairs. The East is acting, the West is reacting, and before too long the balance should be struck; at that point there is hope that common sense will prevail and that the benefits of cooperation will be appreciated. Could that change of heart come in 1951? It is doubtful—very doubtful—but in the West at least there are many who hope that the miracle may happen.

The Sporting Year

IN the world of sport the international rivalry is on a friendlier plane, and 1951 promises to be a season amongst seasons. It is the last year but two of the present Grand Prix formula, and the first year of it in which Britain is able to take her place at the starting line with an up-to-date Grand Prix car. There is time during the winter for the B.R.M. to be perfected, and for the Ferraris to be given that little extra which they have shown signs of producing. Next year's Grand Prix racing, therefore, need not be a one-make affair, however much Alfa Romeo are to be commended for their consistent success in 1950.

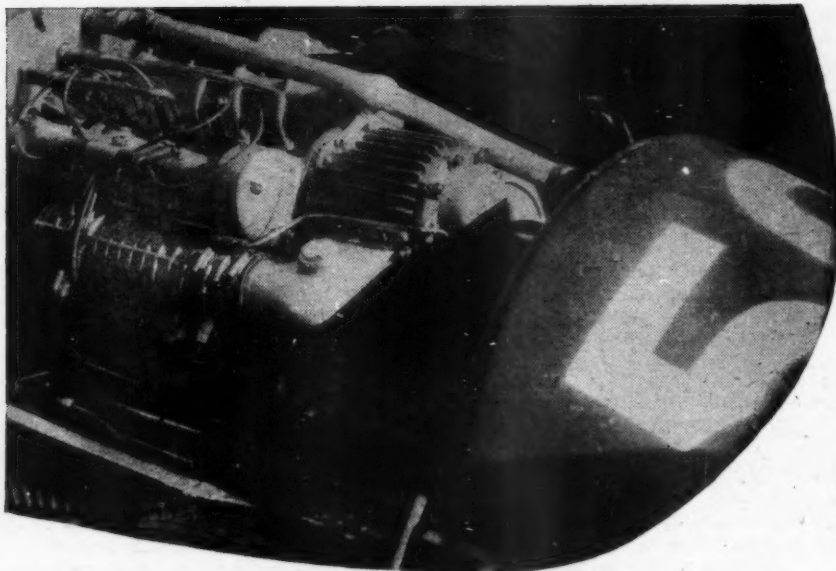
That other form of racing classic—the long-distance sports car race—is enjoying renewed popularity, and the latest production sports cars from Britain ensure that this country will have a prominent place in 1951 results. Britain has also produced a driver of outstanding ability, and he should be used to the full in such races, for the sake of both international prestige and intensive training up to best G.P. standards.

The 500 c.c. cars have continued on their remarkably popular path and there is no doubt that this racing size is of full international stature. How far it is diverging from the inexpensive conception with which it began is a matter for speculation, but the divergence was inevitable. The result is, however, better racing for the paying spectators.

Trials will always be trials, and the trials car will equally be its increasingly unorthodox self. Periodically there is a great outcry that something detrimental has happened to the trial—no one seems to be certain what it is, although everyone is certain that it is wrong. This may be excellent proof that all is right, because one of the best definitions of a sport is something that pleases only its participants. The reliability trial certainly does that.

On, then, to 1951 sport.

A Happy New Year to All our Readers



Two-stage superchargers on the Milan Grand Prix car. The upper, and shorter, blower further compresses the air after it leaves the lower blower.

● Sir Harry Ricardo has a long-standing and great reputation in the field of engine design. He was educated at Rugby and Cambridge, and joined the staff of Rendel, Palmer and Tritton as mechanical engineer. In the first war he designed tank engines and was consulting engineer to the Mechanical Warfare Department. In the same capacity he acted for the Air Ministry on aero engines, and has subsequently conducted research on high speed i.c. engines as well as designing them. He is the author of several publications on the subject and is technical director of Ricardo and Co., Ltd., consulting engineers.

One of his most notable achievements was the evolution of racing fuels which have been used by British drivers for many years.

DOES SUPERCHARGING PAY?

A COMPREHENSIVE REVIEW BY SIR HARRY R. RICARDO, B.A., LL.D., F.R.S.

IT is not often that a lecture or paper on a technical subject is couched in such direct and simple language as that of Sir Harry Ricardo's Thomas Hawksley lecture before the Institution of Mechanical Engineers during November. His examination of the general question of supercharging internal combustion engines was made also with such lucidity that his arguments are easy to follow, and the more convincing as a result.

Power output, he said, is a function of the weight of oxygen an engine can assume in unit time. The nitrogen of the atmosphere is a passenger, though an important one because its proportion controls the temperature of the combustion process. Sufficient fuel must be provided to combine with the whole or at least as large a proportion of the oxygen as possible, but there is no difficulty in shoving into the cylinder all the fuel required. The problem is how to stuff in as much oxygen as possible and what to do with it when it is there.

Nature provides a limitless supply of air containing a fixed proportion of oxygen at a density which, at sea level, varies but little throughout the world. If we accept the atmosphere as offered it is a free issue, but if we want to change density or proportions we must be prepared to pay the bill in terms of additional ironmongery, higher intake temperatures and an expenditure of energy which may or may not be worth the price.

Too Much of a Good Thing

Until comparatively recently the i.c. engine could barely cope with the heat released, or the pressures attained, by combustion with the quantity of oxygen inhaled from the normal atmosphere, but progressive improvement in mechanical design, in metallurgy and above all in heat dissipation, has enabled us, at all events in the smaller sizes of engine, to deal with considerably more oxygen than can normally be aspirated. We can supercharge in various ways, by raising the pressure of the normal atmosphere by initial compression in some form of blower, or to a more limited extent by the use of ramming pipes or, in

the case of two-stroke engines, by exhaust pulsation, although these will provide only a comparatively small increase in the oxygen content of the cylinder. Again, we can increase density by lowering the normal atmospheric intake temperature by the evaporation of the fuel or of some liquid of low boiling point and high latent heat—in other words by refrigeration. Or again, merely by admitting extra oxygen at atmospheric pressure, either neat or in the form of an oxygen carrier, although this is limited to certain specialized applications.

It is unfortunate, that we cannot compress air without also raising its temperature. This is the very last thing we want, for any increase in the initial temperature involves a much larger increase in the high temperature portion of the cycle and, therefore, both higher direct heat losses and loss from change of specific heat and dissociation. Thus, as we raise the intake temperature, not only do we tend to lower the thermal efficiency, but we also add very greatly to the distress of the pistons, exhaust valves and other parts of the engine exposed to heat flow.

Inter-cooling Necessary

If we are going to supercharge to any considerable extent we need not only a highly efficient form of blower, but also some form of inter-cooling, either by means of a heat exchanger or by the evaporation in the air itself of some volatile liquid with high latent heat.

Sir Harry dealt with the piston aircraft engine, which has to adapt itself to changes of atmospheric temperature and density of an order unknown to its marine or terrestrial brothers, and in which supercharging of some sort is essential if it is going to attain really high altitude. Thirty years ago the aircraft engine could just digest all the oxygen it could inhale at sea level, and supercharging was applied purely as a means of restoring sea level density at high altitudes. By 1945 such vast improvements had been made not only in the engine itself, but even more so in the composition of its fuel, that it could withstand a supercharge of three times the normal atmospheric pressure at

sea level. To achieve this very high ratio of external compression and to maintain the same density at altitude entails a compression ratio in the blower of about 7 to 1. A two-stage mechanically driven centrifugal blower is employed, and, in order to avoid excess work and air heating at the lower altitudes, a two-speed or even a three-speed gear is provided between the engine crankshaft and the blower, as on the Rolls-Royce Merlin engine.

At some altitude, say 10,000ft, the blower is operating at its full capacity on the lower gear; the ratio is then changed and full capacity is again reached at, say, 20,000ft. Below these limits the blower is throttled in order to limit the boost to what has been found to be a safe figure. The maximum boost which can safely be employed is determined by either the ability of the engine to withstand the intense heat flow and high pressures or by the incidence of detonation.

Octane Increase

Much research has been carried out to arrive at a fuel which will resist detonation, and the octane number of aviation spirit has been increased from about 60 to well over 100 during the last 30 years. This increase in octane number has allowed the power output to be increased by at least three times, within the limit set by the incidence of detonation. In all cases the tendency of any hydrocarbon fuel to detonate is at a maximum somewhere between the most economical mixture strength and that giving maximum power, and it diminishes as the mixture is further enriched. Any increase in the octane number will allow either an increase in the compression ratio or in the supercharge at any given ratio. Fig. 1 shows the summarized results of a long series of tests carried out in the Ricardo laboratory on variable compression and other research units, in order to determine the maximum indicated m.e.p. obtainable with fuels of octane number varying from 60 to 100 by raising first the compression ratio and secondly the supercharge to the limit set by the incidence of detonation.

Sir Harry points out that from this graph it will be noted that with 60 octane fuel the highest compression that can be used at sea level with atmospheric induction is 5 to 1, giving an indicated m.e.p. of 150 lb per sq in. At this ratio any attempt to supercharge at once leads to detonation. With 100 octane fuel the highest ratio that

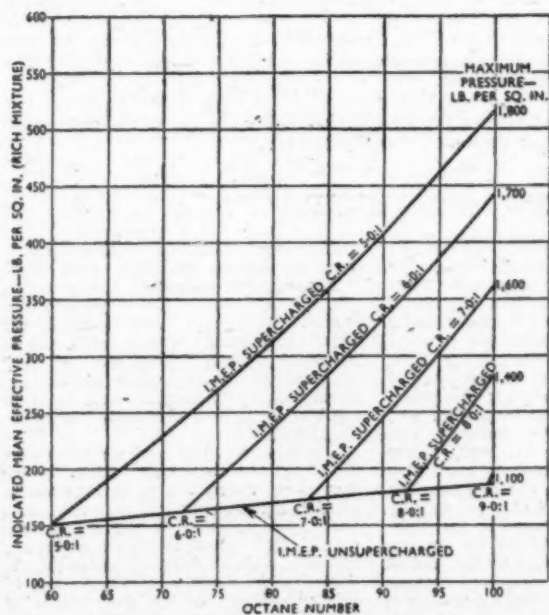


Fig. 1: Experiments with different compression ratios and fuels of various octane ratings in the Ricardo laboratory.

can be reached with atmospheric induction is a little over 9 to 1, giving an indicated m.e.p. of 185 lb per sq in, but when supercharged at a ratio of 5 to 1 an indicated m.e.p. of a little over 500 lb per sq in can be attained within the detonation limit. These results are all derived from tests on engines of cylinder capacity, and running at a speed, similar to that of contemporary aircraft engines. In smaller engines, or at higher speed, or with sleeve valves, still higher figures can be attained.

For short periods the limits set by detonation or by the intensity of heat flow can be extended by using a very rich fuel-air ratio, the excess of fuel acting as a refrigerant, although this is at a high cost in fuel consumption. We can get a still further increase in power by the injection of water to the supercharger; the effect of the water is two-

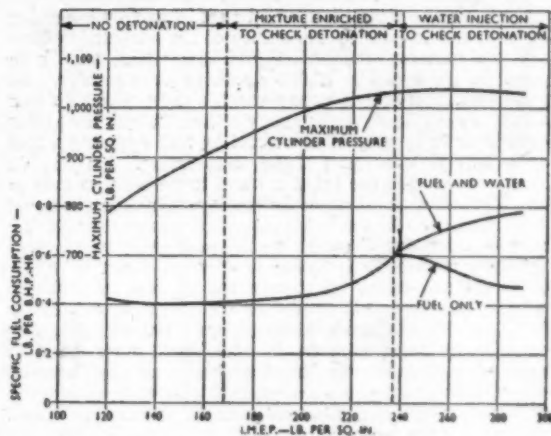


Fig. 2: Beneficial effects of water injection when compression ratio and mixture strengths have reached their top limits.

fold—by its evaporation it serves as a refrigerant while the steam serves as an effective anti-detonant.

The foregoing statement by Sir Harry will especially interest those owners who have noted that their cars appear to run more smoothly or quietly in wet or damp weather. Even if no audible pinking is noticeable, it is possible that the engine is normally on the threshold of detonation and that the moisture in the air is just sufficient to raise the detonation point slightly.

Limit Test

Results of a test carried out some twenty years ago are given in Fig. 2, the fuel being 87 octane, the highest then available. The engine was run at the most economical mixture strength and the supercharge gradually applied until the first incidence of detonation, which occurred when the brake m.e.p. reached 168 lb per sq in. Mixture strength was then increased and more supercharge applied until a point was reached at which no further enrichment was effective, the brake m.e.p. then being 237 lb per sq in. Water was then injected as a fine spray into the induction system and the supercharge further increased until a brake m.e.p. of 290 lb per sq in was reached, which was the limit of the dynamometer. With water injection the supply of fuel could be cut down without any ill effect, for the steam replaced the excess fuel as a suppressor of detonation.

It will be noted, Sir Harry pointed out, that with the injection of water an increase of over 20 per cent in power was obtained without any increase in the tendency to detonate or in maximum cylinder pressure, while the total heat flow to the cylinder jackets was actually reduced. It was found, however, that the evaporation of the water before its entry to the cylinder was by no means complete, and that still better results followed by using a mixture of water and methanol. Methanol serves the dual purpose of lowering the boiling point and preventing freezing, but, though in itself an anti-detonant, gives rise to pre-ignition,

Does Supercharging Pay?—continued.

and for this reason it is not safe to employ too high a proportion.

In the racing car engine the over-riding problem is to get the maximum possible power output from a very small engine, and it is the one almost unique instance where, so long as we obey the racing rules, we can have a perfectly free hand to do what we like regardless of cost or almost any other consideration. To the engine designer it is probably the most fascinating and the most instructive problem of all, for he has a free hand to go to the limit of engine speed and supercharge and to prepare his own fuel to suit his own particular engine.

10,000 Plus

The limit of engine speed will be set in part by breathing capacity, and in part by the ability of the designer to cope with the intricate mechanical problems which very high speeds of the order of 10,000 r.p.m. or over involve. So far as supercharging is concerned his main preoccupation will be to keep down the intensity of heat flow to the lowest possible limit by very efficient cooling and by using a fuel which will yield a lower flame temperature. He will do his utmost to keep the initial air and flame temperatures as low as possible. So long as he employs a hydrocarbon fuel he is compelled to work with a flame temperature of the order of 2,500 deg C (4,532 deg F) or higher; at this very high temperature he is losing heavily by direct heat loss to the cylinder walls, for the transfer of heat by radiation increases as the fourth power of the temperature. He is also losing by increased dissociation. Theoretically, any reduction in flame temperature must entail a reduction in power, but at these very high temperatures this is small, while the large reduction in heat flow will allow him safely to use a much heavier supercharge and this will compensate him many times over.

With alcohol as the basic fuel the flame temperature will be about 200 deg C (392 deg F) lower than with a hydrocarbon fuel. Also by virtue of its high latent heat of evaporation all the inter-cooling needed can be obtained by refrigeration, and thus both the initial air temperature and the temperature rise on ignition can be lowered. Again, the alcohol group all have a very high resistance to detonation, much higher than even 100 octane petrol. For example, when tested in the smallest variable compression engine, 100 octane petrol will detonate at a compression ratio of 10.7 to 1, ethyl alcohol at 15.0 to 1, methyl alcohol at 14.0 to 1 and acetone at 18.0 to 1.

As refrigerants, evaporation of petrol in air at the mixture strength giving complete combustion will lower the air temperature by about 20 deg C (68 deg F), that of ethyl alcohol of normal purity by about 90 deg C (194 deg F) and of methyl alcohol by about 130 deg C (266 deg F); thus

these latter fuels furnish sufficient refrigeration capacity to absorb pretty well the whole of the heat of compression in the supercharger. Of course, the alcohol fuels all have rather a low calorific value, hence the specific consumption is relatively high, but for long races this can be made up for to some extent by the judicious addition of benzole to serve as a thermal makeweight. Some thirty years ago, said Sir Harry, we developed a special racing fuel consisting of a blend of ethyl and methyl alcohols, benzene and acetone in varying proportions to suit each separate engine or racing condition, and this with but little modification remains the racing fuel of today.

Just as the step up from 60 to 100 octane fuel has allowed a power increase by supercharging of about three times, so a judicious blend of alcohols allows a still further increase of at least 50 per cent if the engine can stand it. Thus the problem of supercharging as applied to a racing car engine largely resolves itself into that of finding a suitable fuel which is both a non-detonant and an effective refrigerant. The racing engine may be a freak engine using a freak fuel, but none the less it gives the designer, for once, a perfectly free hand to go all out in both directions, and the lessons learned from such an opportunity are of incalculable value, while the prestige value of a successful racer is very great. It is a pity that in Great Britain neither industry nor the Government gives it more than very lukewarm support.

Normal Cars

In the private car which forms by far the largest field for the petrol engine we must use a fuel which is available everywhere. Today that fuel is petrol with an octane number of around 65 and 70 and is likely to remain so for some time to come. With such a fuel and a normally aspirated engine of good design and small cylinder capacity we can just about get up to a compression ratio of 7 to 1, which is probably very nearly the optimum. At this ratio we are just on the edge of detonation at lower engine speed, and could not tolerate any supercharge except for the higher speed ranges, but the average motorist, unlike the racing driver, is far more interested in a high torque at relatively low speeds than in any addition to his top speed, which is already as high as, or higher than, he can safely use. To obtain any worthwhile gain in power by supercharging he would have to reduce his compression ratio very considerably, and thus increase greatly his fuel consumption, which he will not tolerate, much less will he pay extra for it. In his case it will be much better if he wants more power to enlarge his engine. Sir Harry did not see that there was any excuse for applying supercharging to the ordinary car.

Sir Harry finally dealt with the diesel engine, where the case for supercharging is much more attractive, detonation and pre-ignition being absent.

"WILFULLY" OBSTRUCTING THE HIGHWAY?

LAWYER-ON-WHEELS writes:—There have been three fairly recent cases on the subject of opening car doors which show the motorist just where he stands. Two were noticed in this column at the time. But, as they may be causing confusion, their effect may be briefly restated.

In *Shears v. Matthews* a lorry driver opened his cab door when the lorry was stationary and knocked a cyclist down. He was charged under S.78 with being a driver and by negligence causing hurt to the cyclist. He got off, but only because the Divisional Court held that he could not be charged as a driver, since what he had done had nothing to do with driving his lorry. In *Watson v. Lowe*, again, the driver of a stationary car negligently opened his right side door and threw a cyclist. This time the charge was that of being a person who had by negligence unlawfully interrupted the free passage of

the cyclist along the highway. The magistrate let the defendant off because he thought that *Shears v. Matthews* compelled that course. But the Divisional Court allowed the police appeal because the defendant was undoubtedly a "person" who had acted contrary to S.78, and so was here, unlike the defendant in *Shears v. Matthews*, properly charged.

Things have moved an important step further in favour of the motorist with *Eaton v. Cobb* (March 31, 1950). Here once again the opening door knocked a cyclist off his machine, but this time the charge was, under S.72, of wilfully obstructing the free passage of the highway. The facts found by the justices showed that the motorist had first looked into his driving mirror and seen nothing coming from behind, had then begun slowly opening the door and had with the edge of the door caught the cyclist, who had his head bent low over a racing

machine and so did not see the opening door as soon as he might have done.

The justices convicted the motorist, but the Divisional Court allowed his appeal. True, said Lord Goddard, the Lord Chief Justice, the motorist had in one sense wilfully opened the door, but, in view of the reasonable and careful manner in which he had acted, he could not be held to have obstructed the cyclist "wilfully."

The position, then, and the moral, are clear: the careless opening of the off-side door is an obstruction or an interruption of the highway, and may result in a prosecution whether or not an accident occurs. But, so long as the motorist opens his door with all the care shown by the defendant in *Eaton v. Cobb*, he will be safe even if an accident does occur, for he will not then have acted "wilfully" as S.72 forbids or "by negligence" as contemplated by S.78.

1951: WHERE DOES MOTORING STAND?

INTERNATIONAL CONDITIONS MUST HAVE EFFECT ON MOTORING AND CAR MANUFACTURE IN THE COMING YEAR

THE past year admits of no great optimism for the future based on its detailed review. New models were introduced, the London Show was held, and the British motorist drove his expensive miles always in the knowledge that his precious vehicle must be made to last as long as possible. The industry worked as hard as materials would permit, and it exported a record number of cars. The year closes with, apparently, the maintenance of the conditions that attended the demise of 1949.

Apparently. . . . But away on the other side of the world Communist animosity seethed up into its logical ultimate of war, and the Western nations shook off their disbelief in its possibility and answered the challenge. The far-off flashing red light was a warning that similar lights might well appear in Europe, and the necessity to rearm, and that quickly, was finally accepted. The nations, and particularly America, began to stockpile. And therein began the chain reaction that must very shortly be felt by motoring.

The results will almost certainly nullify all the forecasts of motoring and car manufacturing trends that have been made in previous years. A year ago, for instance, the dollar deficit of this country looked like being permanent; now it has disappeared. A year ago the commencement of production at the new sheet steel mill at Margam looked like solving the last of the motor industry's shortages; now the industry is faced with shortages other than sheet steel, and

METAL SHORTAGES MAY CHECK ARMS DRIVE

Minister's Warning: Limit on Exports Likely: Cuts in Zinc and Copper

BY OUR CITY EDITOR

A warning that the threatened metal shortage might seriously check Britain's rearmament drive was given by Mr. Strauss, Minister of Supply, yesterday. The warning came in a written reply to a question in the House of Commons on the shortages.

The Minister foreshadowed measures, in consultation with industry, to restrict factored goods, to prohibit essential articles.

Margam's production of that essential is likely to be largely earmarked for other uses. It is a crazy world, a world which would drive the economist insane but for the fact that his science is not precise, and that from his earliest days of study he has accepted the probability that events will upset his dearest theses.

In terms of direct material consumption the Korean affair, up to the time of the Chinese attack, meant little to Britain. Steel, petrol and rubber were enough for the purpose. But

1950 MOTORING YEAR SUMMARIZED

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|---|--|
| <p>January 20 - M.G. TD Midget introduced and described in <i>The Autocar</i>.</p> <p>February 23 - General Election, in which Socialists were returned to power with a narrow majority. Mr. P. Noel-Baker replaced Mr. H. Gaitskell as Minister of Fuel and Power. Sir Stafford Cripps remained Chancellor of the Exchequer.</p> <p>March 8 - Rover Turbocar introduced and submitted for R.A.C. certification.</p> <p>March 10 - Javelin Jupiter announced and described.</p> <p>March 17 - Introduction of Alvis 3-litre six-cylinder.</p> <p>April 15 - New York Show of British cars opened for successful run.</p> <p>April 18 - Chancellor of the Exchequer introduced extra tax of 9d a gallon on petrol and diesel oil. Double purchase tax on cars costing over £1,000 reduced by half, making general purchase tax of 33½ per cent. Petrol ration doubled for 12 months from June 1.</p> <p>April 21 - Aston Martin DB2 introduced and described.</p> <p>May 26 - Petrol rationing ended.</p> <p>May 27 - Steel distribution control ended with the exception of certain special forms, amongst which, however, was sheet steel.</p> <p>June 23 - Report of the Committee on Houses of Historic Interest published. Various recommendations made in order to preserve the most notable ancient homes.</p> | <p>June 25 - Invasion of South Korea, leading to United Nations resistance to aggression and speeding-up of rearmament, with effects noted in the article on these pages.</p> <p>July 26 - Report of the Road Fund published, 1948-49. In the year ended March 31, 1949, only £22.3 million were spent on the roads.</p> <p>August 4 - New defence programme published, indicating imminent scarcity of manufacturing materials.</p> <p>September 15 Sunbeam-Talbot adopted i.f.s. and fitted larger engine. Humber Hawk announced with larger engine.</p> <p>September 29 Morgan Plus Four introduced and described. Also Armstrong Siddeley limousine. Lea-Francis saloon restyled.</p> <p>October 13 - Four-door Morris Minor introduced. Completely new Lanchester Fourteen announced, and new Triumph Roadster. Drophead coupé coachwork made available on Aston Martin DB2 and 3-litre Alvis.</p> <p>October 18 - London Show opened at Earls Court. New car announcements: Jaguar Mark VII, Ford Consul and Zephyr Six, Austin A.40 sports model, A.70 Hereford saloon and coupé, Singer Roadster 4AB.</p> <p>November 7 - A.A. celebrated million membership.</p> <p>November 10 Utility vehicles freed from 30 m.p.h. general speed limit.</p> <p>November 21 Lucas double-dipping head lamps introduced.</p> <p>December 1 - New car Covenant extended to two years, and new instructions issued to dealers regarding allocation of new cars.</p> |
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1951: WHERE DOES MOTORING STAND?

continued

they are not enough for the rearmament that is following; petrol, yes, but steel and rubber, no. And tin, copper, zinc, nickel, chrome and suchlike quickly showed their scarcity in phenomenal price rises. America has already controlled the consumption of some of them, and Britain will undoubtedly have to follow suit. An era of actual shortage is about to intervene again; the first motoring sign of it is, quixotically enough, the less be-chromed front ends of the new American cars. Their improved appearance (to British eyes) is the result of strictly allocated supplies of chrome.

How far the shortages will be felt by the British motor industry it is not possible to say as yet in terms of output figures. But whatever that effect is, it will be intensified by the demands made on car manufacturing capacity by rearmament itself. Take the Austin company as an example. Austin's received a contract for several thousand four-wheel-drive fighting vehicles—presumably the British version of the Jeep recently described. A week or two ago they were asked to supply the engines for them as well, and also eighty-cylinder engines. Characteristically, L. P. Lord immediately leased the aircraft factory at Crofton Hackett in order to provide the factory space for this production. "I have stated," he said, "that these orders should not interfere with normal production." If Mr. Lord could have left it at that motorists, knowing him, would have remained confident that no interference *would* take place. But even the Austin chairman was forced to qualify his statement with the proviso: "... always provided that the materials are made available." Is there any prospect that they will be? And in conditions of full employment, can the Austin company attract sufficient manpower? It is difficult to give an optimistic answer.

This sort of thing will be repeated throughout the industry, and that expansion to full car production towards which the public has looked forward since the war will be postponed. Certainly the factories will be fully occupied, but it is not likely to be with cars for the private motorist.

Raw Material Prices

In the meantime what has happened in the export markets? The crucial factor is that dollar deficits have disappeared as the Americans buy raw materials wherever they can find them, and at fantastic prices. Rubber, 1s 3d a pound a year ago, stands today at 4s 5½d; take a look at some other raw materials:—

	PRICE PER UNIT					
	Dec., 1949			Dec., 1950		
	£	s	d	£	s	d
Cotton			29.65			45.80
Wool			128.00			238.00
Aluminium	112	0	0	120	0	0
Copper	153	0	0	202	0	0
Lead	97	0	0	136	0	0
Nickel	321	10	0	386	0	0
Zinc	85	10	0	151	0	0
Tin	599	0	0	1,115	0	0

Other countries besides America, of course, are buying strategic materials, and the sellers are becoming rich—fantastically rich if we are to believe the story that an Australian sheep farmer, in gratitude to his flock, dipped them all in Chanel No. 5. They can therefore buy more goods, more cars; every car that Britain can make, it might be said. But with non-expanding output Britain will not be able to cash in on the demand except by raising prices. And even increased earnings resulting therefrom are of no comfort to the British motoring citizen who cannot translate them into the car of his desires.

It is possible, of course, that America may find surplus cars which she can export and thus help to mop up the demand. But as she is bearing the brunt of arms supply it is not an immediate likelihood, and the incentive to export is not so pressing as it is with Britain. Continental manufacturers will compete with Britain, but the threat from them

is not pressing in times of world-wide boom, and if it were to revert to a real threat the motorist would find himself in a dilemma. Failure to sell cars overseas might result in more at home, but it is the sale of cars overseas that provides him with his daily bread. He can hardly wish, therefore, to see Britain crowded out of the export markets.

A revaluation of the pound might enable a few more cars to be released at home, because then Britain would have to sell fewer cars in order to earn the same amount of money. It is true that the intention to revalue is strenuously denied in Government circles, but the pound is a "hard" currency nowadays, and everyone remembers the strenuous denials that Britain would devalue. None the less the pressure would still exist to sell the maximum number of cars overseas, for extra earnings might enable Britain to pay Argentina's price for beef, to make Danish farmers much happier than they are now over existing prices, and to prevent India and Ceylon's choicest teas from going elsewhere while the British Government buyers go a-gleaning over the warehouse floors. In addition, the cessation of Marshall Aid imposes the duty on this country of replacing that magnanimous dollar allocation with export earnings.

Not So Bad?

Well, might say the motorist, this does not sound too bad from the motoring angle. I have my old car, and apparently I am going to earn even more money because Britain's customers are so rich. So I shall be able to spend plenty on the old bus to keep it in order. Alas, Britain must pay for her own rearmament, and that, as Kitchener said, means You. Those extra earnings will probably be taken by Mr. Gaitskell in the 1951 Budget, and the *status quo* of the average motorist (permanently hard up) will be preserved.

Are the coming shortages likely to cause much change in British design? It is doubtful. The modern car uses about half a ton of steel, and small quantities of other metals; it uses a fair amount of rubber. It is not easy to cut down the steel content; only the body is extravagant in its use, but at a thickness of 20-gauge the scissoring-off of a few square feet does not save much steel. Substitution of the other metals is only possible in a limited degree, because possible substitutes are also short. Rubber should not fail to meet demand as the Americans get their synthetic capacity back into gear. Much of it has been idle since the war. Besides, however much manufacturers may ring the changes in order to get more out of their materials for construction, they are ultimately faced with Britain's gravest problem of the times—the chronic shortage of coal. In fact, the contemporary position was summarized not long ago by an economist in the B.B.C. programme "Any Questions?" The team were asked what was the most crucial question confronting the world today, and the economist replied that it was the problem of maintaining standards of living in the face of dwindling natural resources. Not many of his listeners appreciated the truth of the answer.

Most motorists are worried by the prospect of petrol shortage. Actually, petrol seems to be the brightest spot in the picture, unless war intervenes and causes the West to lose its Middle East supplies. The refinery capacity of Fawley is such that all demands should be capable of being satisfied, and industrialists must be looking forward to Fawley as a possible source of fuel to replace coal, because big production of residual black oils is inevitable. If residual oils become widely used and absence of expansion of motor vehicles fails to take up the petrol refined, there may even be a petrol surplus. The possibility is, perhaps, the best hope that a predatory Chancellor of the Exchequer will refrain from restricting motoring further by increasing the tax on petrol. Mr. Gaitskell is a trained economist and should be able to appreciate these things. But unfortunately his purely economic judgment is subject to pressure from the inevitable concomitant of economics, which is politics. And at this point the motorist cannot be blamed for throwing up his hands in despair. The writer certainly does not blame him.

W. M. A. B.

NEWS and VIEWS

Mexican Fiats

A JOINT enterprise by Italians and Mexicans is to invest £5,000,000 in a factory to be erected in Mexico City during 1951. It is for the assembly of Fiat cars as well as commercial vehicles and tractors, and will be Mexico's first car manufacturing plant. Italian engineers will be imported to help to train Mexican labour.

Buying British

IMPORTS of cars to Australia were practically doubled in 1949, as compared with the previous year, with a total of £73,000,000 worth. Eighty per cent of new cars and sixty-five per cent of new commercial vehicles now registered in Australia are British made, and these figures make motor vehicles Australia's chief import.

Imports to S.A.

REPRESENTATIVES of the motor trade in South Africa have requested the Government to permit car imports to a total of £10,000,000 during the first six months of 1951. Half the suggested purchases are to be made with hard currency.

Sufficient

ASKED if he would increase the penalties imposed on motorists found to be driving under the influence of drink, the Minister of Transport said that the penalties already provided by the law were sufficient; the actual penalties imposed were a matter for the courts.

Where They Go

IN October the U.S.A. were the third largest importers of British cars, only beaten by Canada and Australia. The main recipients were as follows:—

1. Canada	7,007
2. Australia	5,517
3. U.S.A.	2,905
4. New Zealand	2,214
5. South Africa	1,705
6. Sweden	1,669
7. India	1,504
8. Belgium	819
9. Brazil	718
10. Netherlands	697
11. Elre	660

The Spirit of Daimler

IN Coventry, on December 15, there was an annual dinner of what may well be called the Daimler "Old Boys," though the official name is the Daimler Long Service Association. This was founded in 1938 by Mr. E. H. W. Cooke, then the managing director, and fostered by Mr. J. Dawson, works manager for many years, and greatly respected by his fellows, for the purpose of keeping together the long-service men of the Daimler and Lanchester companies, and maintaining touch with those who had retired.

There has always been a strong spirit of teamwork in this famous firm, and that no doubt is why the Association can

boast of having 491 members with a total service of 17,291 years. Presiding over the dinner was Mr. J. Leek, C.B.E., supported by Sir Patrick Hannon. Replying to the toast of the Association proposed by R. B. Cole, assistant managing director, Mr. Leek made clear in an invigorating speech that the Old Firm was full of fighting spirit, and determined to make the utmost use of the new buildings now growing again on the war-damaged site, the new tooling up, and the new models, with the aid of the staunch teamwork of the employees.

Tyre Shortage

ALONG the south coast, especially Hampshire, a tyre shortage has recently developed to a problem solved only by the retreading companies. Motorists in the area are therefore advised to order new tyres as much in advance as possible, particularly if they fall in the 5.00 x 16in category.

August Registrations

TOTAL number of cars registered for the first time in August of this year was 8,391; of these, 670 were used vehicles which were none the less registered for the first time in this country.

Synthetic Rubber

BRITISH consumption of rubber, said Mr. G. E. Beharrell, managing director of the Dunlop Rubber Company, at a recent dinner, had risen from 18,000 tons to 215,000 tons since 1921. The worsening of the international situation and the urge for stockpiling in the U.S.A. had altered the whole statistical, commercial and technical problems of the industry. He stressed the need to develop a syn-

thetic rubber industry in the United Kingdom, even in times of peace.

Technical and marketing research, he said, must be continued at the highest level, price levels being so high that they were threatening the expansion of the important technical developments which would be required if a reasonable adjustment between supply and demand were to be maintained.

Jaguar Factory Move

DURING the next year the Jaguar company will transfer its plant and equipment to one of the largest factories in Coventry, situated on the north-west boundary of the city. The new factory, built during the war for the manufacture of aero engines, covers an area of nearly a million square feet, compared with 600,000 at the present Holbrook Lane site.

Heavy export demand, boosted by the introduction of the XK 120 and the Mark VII saloon, is the reason for the move, which will affect nearly 3,000 employees.

In a paper read before the graduate section of the Institute of Production Engineers in London on December 4, Mr. John Silver, Jaguar production manager, revealed that the company is already able to make 250 cars a week and showed the flow production methods by which this has been made possible. All types of cars begin on the same assembly line.

Foreign Touring

NOW that the tourist exchange allowance has been increased to £100 for adults and £70 for children under 15, readers intending to go abroad in 1951 are strongly advised to make their car ferry bookings well in advance. Even under the £50 allowance, the touring organizations issued about 100,000 foreign touring documents for cars this year, compared with 60,000 last year and 36,000 in pre-war years.

Cross-Channel services have been



The ZIM, latest Russian limousine for top-level Government officials. Its predecessor, the ZIS, was an exact copy of the 1940 Packard and Soviet embassies abroad sometimes used Packards to complete the illusion. Styling of the new model seems to have been influenced by recent General Motors' styling on Buick and Cadillac.

already running near capacity, and unless considerable extra facilities are made available, ferry space will probably limit the number who drive on the Continent next season.

S.A. Prices Up

BECAUSE of the increases in the prices of American cars, and the simultaneous increases in freight charges, the prices of new cars are rising sharply in South Africa. With the threat of Korea reminding buyers of the way they were caught short in the last war, used cars are in great demand, very large numbers being transported between the Rand and the coastal areas.

Caravan Trailers

MR. BARNES has been asked in the House what steps he was taking to limit the size of two-wheeled caravans which, when towed by fast private cars, "swayed dangerously." In reply he pointed out that the limitations are 7ft 6in wide and 22ft long. The speed limit for cars towing caravans is 30 m.p.h. He saw no grounds for restricting two-wheeled caravans in a category of their own.

Brake Testing

MEMBERS of the road research laboratory, at Langley, Buckinghamshire, are considering methods of brake testing in case the Government should at any time introduce legislation. Proprietary equipment is itself thoroughly tested and their research on vehicles of all kinds showed that ten per cent of cars had deficient brakes, requiring 30 feet more room to stop, from 30 m.p.h., than the average stopping distance, which was 70 feet.

Still Time

ANY readers who have not yet obtained *The Autocar Diary* for 1951, may still be able to do so from a stationer or bookseller. Prompt action is advisable, however. Price, Rexine 3s 8d; leather 5s 6d.

Yachtsmen Too

"*Yachting World*" *Diary*. Bound in blue morocco, 9s 2d. Iliffe and Sons Ltd., Dorset House, Stamford Street, London, S.E.1.

ALTHOUGH only a quarter of an inch thick, this diary by the famous journal has 52 pages of reference notes, ranging from distress signals at sea to the London Underground system, from the coverage capacities of various paints to the tides and phases of the moon. Those who are boat-bitten as well as car-struck will find it most useful.

Learning "The Trade"

FOR anyone who may already be engaged in, or be interested in, the complex business usually referred to as "the motor trade" a new, comprehensive guide to servicing, selling and management has been published by Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1.

The Motor Trade, by H. E. Milburn, M.I.Mech.E., starts from scratch and covers almost every aspect of car dealing, including hire purchase, driving tuition and advertising. Price 21s, postage 8d.

NEWS and VIEWS: continued



This most unusual sign confronts the motorist at Sutton Bridge, Lincolnshire, on the main road from King's Lynn to the Midlands. A swing bridge carries road and railway lines together across the River Nene.

UNIVERSAL ALIGNING GAUGES

CHASSIS alignment and head lamp gauges which are sighted optically have been in use for some time at Newnham, Ltd., 235-239, Hammersmith Road, London, W.6, and are now being marketed by them.

The equipment consists of a pair of viewing telescopes and two sighting rods. Each of the telescopes has an eyepiece on an upward extension, working on the periscope principle with a prism and terminating in a small sighting aperture. At each end of the telescopes is a two-legged mounting of light alloy, and incorporated in these mountings are arms for setting against the wheel rims of the car which is being examined. The sighting rods, which are pointed, hang from light alloy stands to within one-eighth of an inch of a transverse scale and are backed by small anodized screens, which have been found to provide the best background for the rods. In addition an engineers' plumb bob, hanging from the centre of engine starter dogs, or some other known point, is used to provide a chassis centre line.

For most chassis alignment tests, which follow front end damage after a collision, the rear axle is used as a datum line. The telescopes are set up against the rear wheels and with their use the sighting rods are set up at the front of the car; if the front is true, sighting rods to centre line distances will be the same at each side of the car. If there is misalignment of the front axle, the chassis frame, or the structure carrying the i.f.s. wishbones or other parts, it can be

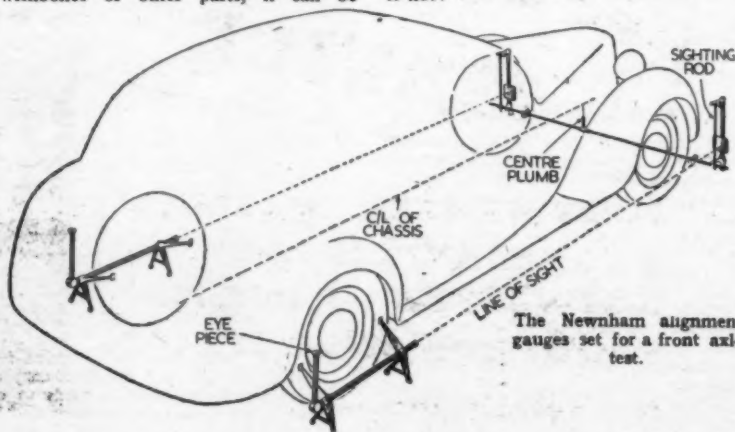
measured from the sighting rods. Engine misalignment can also be checked.

The back axle can also be examined if damage has taken place at the rear end, by using the telescopes set against a forward part of the chassis to check alignment, and by taking both forward and rearward sights with the telescopes set against the rear wheels. This will reveal any toe-in or toe-out of the wheels caused by a bent rear axle. Very accurate settings of toe-in for the front wheels may also be obtained with the gauges.

The equipment is easy to use. It is light and does not require a perfect floor surface, and sights for a variety of tests are easily and quickly taken. It is universal to all cars, and the upward sweep of the arms which have to be placed against the wheel rims avoids any difficulty with enshrouding wings. The accuracy obtained is such that it is possible to discover the slightest misalignment in an undamaged car.

Head lamp alignment is carried out with the aid of a large screen on which are mounted three hanging rods, free to slide across the screen and bearing movable discs. The car is pointed towards the screen and the telescopes are set against the rear wheels; with their aid the hanging rods are adjusted, and when the discs on the rods are moved to the desired height from the ground, correct focusing points are obtained.

The price of the complete equipment, which was designed by Mr. C. Saxon Snell, works manager of Newnham, is £39.



The Newnham alignment gauges set for a front axle test.

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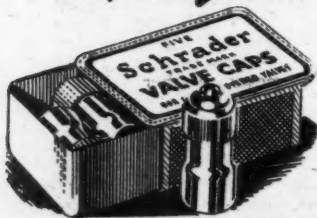
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When the valve cap is replaced it should always be applied finger tight. The final twist you give it not only seals the valve but anchors the cap securely in place. Vibration will not loosen it nor cause it to work off. Schrader valve caps form an air seal up to 250-lbs pressure and protect the valve mechanism from the harmful effects of dirt and grit.

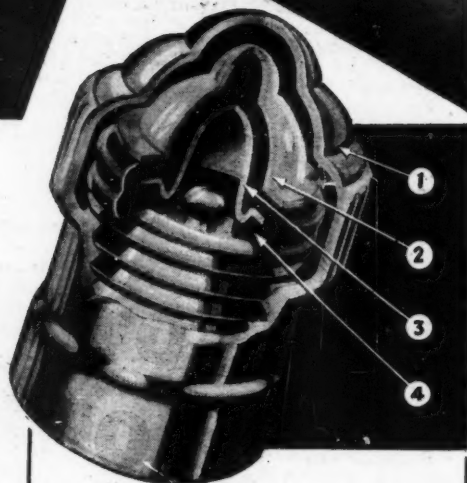
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Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Cat's Eyes

IN conversation the other day I was given a viewpoint about cat's-eyes. "Have you ever considered," asked a colleague, "how they increase your speed at night?" I hadn't, but quite see the point. The reflected lights remain strong when the direct illumination from the beams has become almost spent, and as a result the middle of the road seems to be lit much



Magnetic attraction.

farther ahead than it really is, and the driver speeds up to that lighting standard.

My colleague confessed to a magnetic attraction for the studs, saying that he found himself thump-thumping over them much more than he wished, and he did not think that it was because he drove a car that is of considerable width. Nonetheless, he likes the eyes.

Unfamiliarity

THE pre-Christmas cold spell brought more ice and snow than is usual as early in the winter, and produced road problems different from those at any time in bad weather since the war, because of the volume of traffic as compared with that of winters during petrol rationing. I happened to be driving during it a post-war car of pre-war type, about three years old, with a big four-cylinder engine and "cart" springs. I felt exceptionally safe in it on tricky surfaces, in spite of steering that had lost motion. It's old Scribe being critical of his fellows again, but, really, we do get in a state given a couple of inches of snow. The run to town one morning was badly delayed at the mildest of gradients because of a queue originating from people who had bodged the handling of their cars in conditions that would be child's play in Canada or the U.S.A.

Over-confidence?

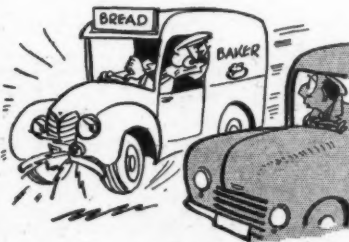
BUT what worried me most during those days was the fact that so few drivers of cars seemed to be making any special allowance for the

potentially dangerous surfaces. Most of them were driving on busy roads in the head-to-tail formation of normal days, giving themselves no margin for the car ahead sliding, whilst the odd few, thoroughly inexperienced or just oblivious to the possibilities of roads with an evil glint of ice, overtook relatively fast. I stood well back, so to speak, for some of these, and wondered whether they had any first-hand knowledge of what can happen, even with a modern car, as soon as the brakes have to go on or the wheel is turned at all sharply on such surfaces. Inability or lack of wish to drive close to the left kerb was emphasized almost everywhere by the unmarked snow in the gutter; yet in that area, especially where there is gradient, grip can often be obtained that is sadly lacking towards the centre.

Acoustics

IT is only when one drives on snow that it is realized how much of the noise a car makes as it goes along is normally caused by the hiss and roar of the tyres on the road and, perhaps, by the noise of the engine reflected from the hard road surface (have you ever listened to an engine from underneath?). Snow deadens all these sounds, and both car and nature alike have an almost uncanny silence which is itself one of the pleasures of driving on snow.

The other? A golden opportunity for the sporting lads to practise such slides and four-wheel drifts as were never seen on any Grand Prix circuit, but at speeds which rob them of danger. As Jorrock said, "The himage of war without its 'orrors.'"



Heinous.

Annoyed

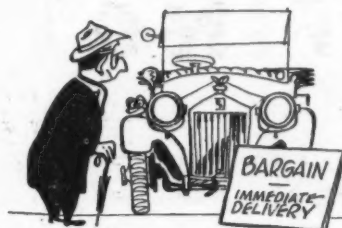
AMONG the Things Calculated to Annoy is the careful emergence from a corner into a stream of traffic. Some drivers regard this as so heinous that they are prepared to make one wait all night and most of the next day. The other day I came from a side road into A30, which, at that point, is wide enough for two streams of traffic each way. The stream coming down

was at least a car's width from the kerb. Visibility was perfect, and when a gap of one hundred yards appeared in the traffic, I edged out, left-hand wheel almost touching the kerb.

You would have thought that the poor little man in the van had been robbed with violence. He started horn blowing as soon as he saw me move; he kept on blowing as he overtook me, and he blew while I overtook him. The fact that we both carried out these manoeuvres without inconvenience to ourselves or other road users showed that the resentment was unnecessary. There are times when I feel like cocking a snook at some road users.

The Market

AN acquaintance of mine has picked up a 20-25 h.p. Rolls-Royce (1926) for about £400. It has a fairly modern Salmons body and seems to me a beautiful bargain. The price, I should think, is about open market, and it is interesting to speculate how far it is the result of the punitive taxation on these

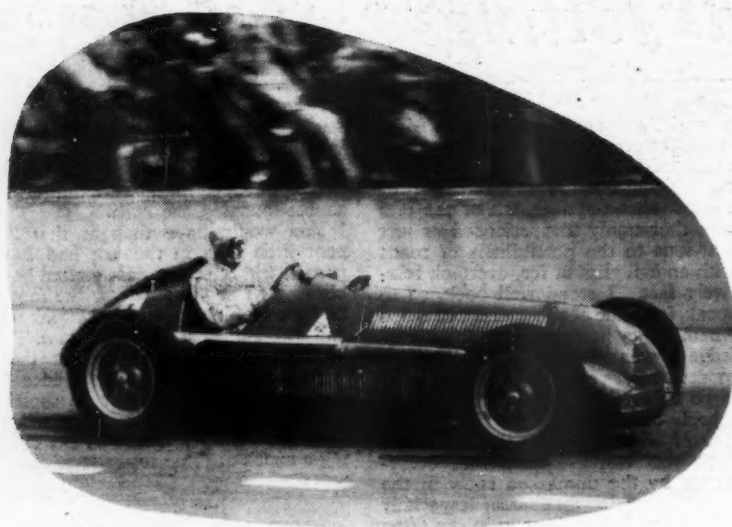


Bargain hunter.

old machines. To judge from its appearance and the sweetness of the engine this is the sort of level at which the bargain-hunter should look in these days. If the next Budget does justice to such owners the price will rocket, no doubt, and in the meantime the bulls—or is it bears?—of motoring have a great chance.

De-Icing

TO judge from the screens of some of my acquaintances' cars in recent weeks there are still many motorists who do not appreciate the fact that home-made de-icing is available for messy weather. Open the bonnet, jam a small piece of folded paper or similar material under the after end and close the lid down again. Warm air escapes up through the gap caused and on to the screen. This is effective enough for the manufacturers of the really cheap cars to adopt by putting a louvre in the requisite position.



1950 World Champion—Dr. Giuseppe Farina, at speed in an Alfa Romeo during the French G.P. at Rheims.

Looking Back

MILESTONES OF 1950 IN THE COMPETITION WORLD

ONCE again the turning point of the year has been reached; 1950 is on its way out, and the new year stretches ahead, full of doubt and uncertainty. But before 1951 can fairly be considered, much profit can be gained from a quick look back at the principal events and trends of the past year, the successes and failures in which leave in their wake a host of lessons.

One thing is certain; it is still possible to say that the interest and enthu-

siasm for motor sport is on the increase. This has been true for every year since the end of the war, and each time there are always people ready to say that this tendency cannot last and that the turning point must soon be reached. Yet there is no sign of this; changes, most of them gradual, take place in every type of event, some of them welcomed by the majority, some deplored, but this is as it should be, for without change there can be no progress; suffice it to say that the

majority of changes seem for the better, and that for every individual who may drop out of the sporting world there are many new recruits.

First and foremost comes the ever-vexed question of Grand Prix racing. 1950 has seen the re-entry into this field of the famous firm of Alfa Romeo, who once again have demonstrated the innate soundness of the design of the famous Type 158, which has—as in 1948—won every race for which it was entered, though by a decreasing margin which augurs well for the future, since fierce competition is the essence of the sport's magnetism. After a poor start, Ferrari have towards the close of the year developed a new model, and unsupercharged at that, which has shown itself capable of great things with the promise of still more to come. Maserati have suffered an eclipse; Talbot, with the aid of an improved version of their well-tried unsupercharged 4½-litre engine, have continued to gain places, and even outright wins, by sheer consistency, while the new Milan has not yet really shown its paces.

As far as Britain is concerned, the Alfa has progressed but little, and the main interest has been focused on the long-awaited first appearance of the almost legendary B.R.M. This took place at Silverstone in August, with a spectacular failure rendered the more painful by the ill-advised spate of advance publicity which had preceded it; nor have the car's subsequent performances been much more encouraging; yet much should obviously have been learned thereby, and there is no reason to suppose that, with an intensive programme of correction and development, the project should not yet succeed.

Much more pleasant to recall to British minds is the number of excellent performances which have been put up during the year by the H.W.M. team in Formula 2 events. These cars, privately constructed and raced, have proved remarkably reliable and while

April, Targa Florio, Tour of Sicily Circuit (67½ miles)

Place	Car	Driver	Average Speed
1	Alfa Romeo	Bornigia	54.25 m.p.h.
2	Ferrari	Bernabei	...
3	Ferrari	La Motta	...

B.A.R.C.'s Richmond Trophy Race, Goodwood Circuit (26.4 miles, 2.4-mile lap)

1	Maserati	Parnell	78.26 m.p.h.
2	Maserati	de Graffenried	...
3	E.R.A.	Shaw-Taylor	...

Pau Grand Prix, Pau Circuit (188 miles, 1.7-mile lap)

1	Maserati	Fangio	58.06 m.p.h.
2	Ferrari	Villoresi	...
3	Talbot	Rosier	...

San Remo Grand Prix, San Remo Circuit (188.8 miles, 2.1-mile lap)

1	Alfa Romeo	Fangio	59.59 m.p.h.
2	Ferrari	Villoresi	...
3	Maserati	Pian	...

Mille Miglia, Brescia Circuit (1,045.5 miles)

1	Ferrari	Giannini Marzotto: Crosara	76.562 m.p.h.
2	Ferrari	Serafini: Salani	...
3	Alfa Romeo	Fangio: Zanardi	...

Touring

1	Alfa Romeo	Schwelm: Simone	70.81 m.p.h.
2	Alfa Romeo	Amendola: Pinzero	...
3	Alfa Romeo	Cornaggia: Mantegazzi	...

May: Grand Prix d'Europe, Silverstone Circuit (200 miles, 2.889-mile lap)

1	Alfa Romeo	Farina	90.98 m.p.h.
2	Alfa Romeo	Fagioli	90.92 m.p.h.
3	Alfa Romeo	Parnell	90.37 m.p.h.

Monaco Grand Prix, Monaco Circuit (197.6 miles, 1.976-mile lap)

1	Alfa Romeo	Fangio	61.33 m.p.h.
2	Ferrari	Ascari	99 laps
3	Maserati	Chiron	98 laps

Indianapolis 500-mile race, Indianapolis Speedway (stopped after 345 miles by rain)

1	Wynn's Friction-Friction Special	Parsons	124.001 m.p.h.
2	Blue Crown Special	Holland	122.638 m.p.h.
3	Howard Keck Special	Rose	121.778 m.p.h.

June: Swiss Grand Prix, Bremgarten Circuit (190.0 miles, 4.524-mile lap)

1	Alfa Romeo	Farina	92.76 m.p.h.
2	Alfa Romeo	Fagioli	92.75 m.p.h.
3	Talbot	Rosier	41 laps

Belgian Grand Prix, Francorchamps Circuit (307.1 miles, 8.77-mile lap)

1	Alfa Romeo	Fangio	110.048 m.p.h.
2	Alfa Romeo	Fagioli	...
3	Talbot	Rosier	...

RESULTS OF THE PRINCIPAL

British Empire Trophy Race, Isle of Man Circuit (139.6 miles, 3.88-mile lap)

1	E.R.A.	Gerard	70.05 m.p.h.
2	E.R.A.	Harrison	69.17 m.p.h.
3	Maserati	de Graffenried	68.45 m.p.h.

Le Mans 24-hour Race, Le Mans Circuit (8.38-mile lap)

1	Talbot	Rosier: Rosier	89.72 m.p.h.
2	Talbot	Meyrat: Mairesse	2,153.2 miles
3	Allard	Allard: Cole	2,143.3 miles

Rudge-Whitworth Biennial Cup (1949-50)—for best performance on handicap by entrants who qualified in 1949.

1	Monopole	de Montremy: Hénard	1.276
2	Frazer-Nash	Matheson: Stoop	1.246
3	Talbot	Meyrat: Mairesse	1.239

Fourth Annual Cup for Performance on Handicap:

1 (tie)	Aston Martin	Abecassis: Macklin	1.276
2	Monopole	de Montremy: Hénard	1.276
3	Aston Martin	Brackenbury: Parnell	1.248



Alfa Romeo have once more scored heavily in Grand Prix racing; here is Fangio rounding the Station Hairpin during his victorious drive at Monaco.

not as fast as the latest unsupercharged 2-litre Ferraris, they have shown themselves capable of putting up an excellent show, while Stirling Moss has on occasions staggered even the Italians with an H.W.M., as in the Bari Grand Prix when he finished third, beaten only by Farina and Fangio in Alfa Romeos, and vanquishing all the Formula 1 Maseratis and Ferrari opposition. All credit must go to John Heath, constructor and driver of the H.W.M. cars, and to the Alta engines used therein, for a valiant effort which has done an immense amount for British prestige abroad.

In the past year the 500 c.c. movement, now dignified with the official title of International Formula 3, has gone from strength to strength, and although other countries have commenced efforts to try to break into this

field, yet British supremacy is as yet unchallenged. Although the most successful *marque* has still been the now famous Cooper, there is no shortage of new challengers, and with other firms such as Iota, J.B.S., Emeryson and Kieft all commencing production in this country alone, the struggle next year should be nothing less than Homeric.

British cars have also maintained their reputation for doughty deeds in the world of sports car racing, especially at Le Mans, where Allard, Healey and Aston Martin particularly distinguished themselves. Although the revived R.A.C. Tourist Trophy race, run on the new circuit at Dundrod, near Belfast, suffered from a complete lack of foreign competition—rendering it international in name alone—the terrific performance put up by Stirling Moss in the winning

Jaguar in appalling weather will stand out in the memory, while the reliability of the competing cars spoke volumes for their design and preparation.

In this country the lack of a real road racing circuit is still keenly felt, and cannot but retard the development of new drivers and cars alike, for good as airfield circuits may be they are no real substitute for the true road course. It is to be hoped, therefore, that the future use of the good little course round Blandford Camp will not prove entirely impossible, while developments at Brands Hatch, where excellent 500 c.c. racing has been taking place, will be watched with the closest interest. The Dundrod circuit is very good indeed, but something of the kind is urgently required on the mainland, as few enthusiasts can afford either the time or the money to make more than

RACES IN 1950

July: Grand Prix de l'A.C.F., Rheims Circuit (310.8 miles, 4.857-mile lap)

1	Alfa Romeo	Fangio	104.85 m.p.h.
2	Alfa Romeo	Fagioli	104.61 m.p.h.
3	Ferrari	Whitehead	61 laps

Bari Grand Prix, Bari Circuit (198.8 miles)

1	Alfa Romeo	Farina	77.22 m.p.h.
2	Alfa Romeo	Fangio	77.22 m.p.h.
3	H.W.M.	Moss	

Jersey International Road Race, St. Helier Circuit (176 miles, 3.2-mile lap)

1	Ferrari	Whitehead	90.94 m.p.h.
2	Maserati	Parnell	89.30 m.p.h.
3	Maserati	de Graffenried	88.55 m.p.h.

Grand Prix of the Netherlands, Zandvoort Circuit (234.5 miles, 2.605-mile lap)

1	Talbot	Rosier	76.63 m.p.h.
2	Ferrari	Villoresi	
3	Ferrari	Ascari	

Grand Prix des Nations, Geneva Circuit (159 miles, 2.486-mile lap)

1	Alfa Romeo	Fangio	79.28 m.p.h.
2	Alfa Romeo	de Graffenried	66 laps
3	Alfa Romeo	Taruffi	66 laps

August: Pescara Race, Pescara Circuit (256 miles, 16-mi-lap)

1	Alfa Romeo	Fangio	83.96 m.p.h.
2	Talbot	Rosier	
3	Alfa Romeo	Fagioli	

German Grand Prix (Formula 2), Nurburg Ring (226.73 miles, 14.17-mile lap)

1	Ferrari	Ascari	77.67 m.p.h.
2	Simca	Gordini	76.68 m.p.h.
3	Simca	Gordini	74.19 m.p.h.

Ulster Trophy Race, Dundrod Circuit (111.2 miles, 7.416-mile lap)

1	Ferrari	Whitehead	84.32 m.p.h.
2	E.R.A.	Gerard	84.04 m.p.h.
3	E.R.A.	Harrison	83.01 m.p.h.

International Trophy Race, Silverstone Circuit (102.12 miles, 2.889-mile lap)

1	Alfa Romeo	Farina	90.16 m.p.h.
2	Alfa Romeo	Fangio	90.15 m.p.h.
3	Ferrari	Whitehead	88.74 m.p.h.

Production Car Race, Silverstone Circuit (1 hour duration, 2.889-mile lap)

1	Ferrari	Ascari	83.72 m.p.h.
			115.48 handicap percentage
2	Ferrari	Serafini	82.19 m.p.h.
			113.37 handicap percentage
3	Frazer-Nash	Newton	81.53 m.p.h.
			113.23 handicap percentage

September: Italian Grand Prix, Monza Circuit (312 miles, 3.912-mile lap)

1	Alfa Romeo	Farina	109.7 m.p.h.
2	Ferrari	Serafini	106.8 m.p.h.
3	Alfa Romeo	Fagioli	106.7 m.p.h.

Tourist Trophy, Dundrod Circuit (3 hours duration, 7.416-mile lap)

1	Jaguar	Moss	225.452 miles
			75.15 m.p.h., 97.47 handicap
2	Jaguar	Whitehead	222.392 miles
			74.13 m.p.h., 96.15 handicap
3	Frazer-Nash	Gerard	215.77 miles
			71.92 m.p.h., 96.02 handicap

B.A.R.C. Goodwood Trophy Race, Goodwood Circuit (28.5 miles, 2.4-mile lap)

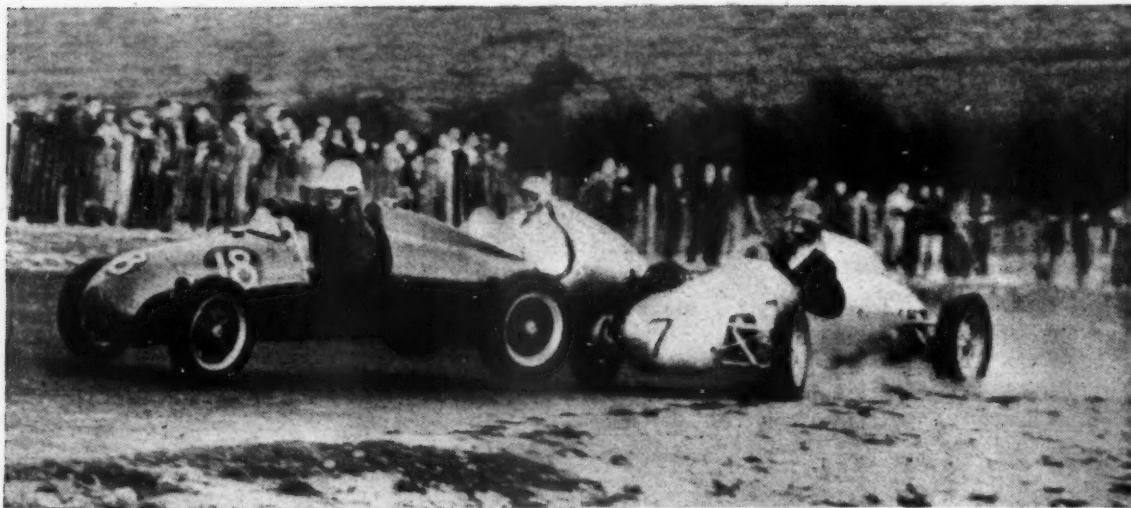
1	B.R.M.	Parnell	82.48 m.p.h.
2	Maserati	Bira	
3	E.R.A.	Gerard	

Wakefield Trophy Race, Curragh Circuit (99 miles, 4.9-mile lap)

1	Maserati	Hamilton	(1 m handicap)
			78.35 m.p.h.
2	Alta	Kelly	(scratch)
			79.35 m.p.h.
3	O.B.M.	Moore	(1 lap and 1 m)
			73.25 m.p.h.

October: Pena Rhin Grand Prix, Barcelona Circuit (196.2 miles, 3.925-mile lap)

1	Ferrari	Ascari	93.99 m.p.h.
2	Ferrari	Serafini	92.73 m.p.h.
3	Ferrari	Taruffi	88.86 m.p.h.



The series of 500 c.c. races at Brands Hatch in Kent has provided spectators with plenty of thrills, such as this rodeo incident involving the Cooper-J.A.P. of Ian Burgess and Ken Gregory's Kieft.

Looking Back : contd.

very occasional trips to and from Northern Ireland.

As far as drivers are concerned, 1950 has brought many new names into prominence; not in Grand Prix racing, where the majority of contestants have been comparatively old hands at the game—although Johnny Claes, for one, has come on apace—but in all other branches of the sport the lists are swelling rapidly. From the British point of view, Stirling Moss has certainly arrived, and bids fair to become the outstanding driver of his genera-

tion, while the names of Lance Macklin and Brian Shawe-Taylor have come rapidly to the fore, and the youngsters like Peter Collins and Ian Burgess show every promise for the years to come.

Long-distance rallies have once more sprung into prominence in this country, following the long-awaited cessation of petrol rationing, and the enormous number of would-be entrants in the recent M.C.C. Torquay Rally has emphasized the fact that this type of event appeals to far more people, as far as their personal participation is concerned, than any other. The Monte Carlo Rally was as thrill-

ling as ever, while Ken Wharton's victory, for the second year in succession, in the Tulip Rally, and Ian Appleyard's brilliant performance with the Jaguar to win a Coupe des Alpes in the Alpine Trial have been notable British achievements.

Trials, too, have flourished exceedingly during 1950, and the enthusiasm for this form of the sport has increased still more, especially in the Midlands and the north. It is now an accepted thing, and not by any means a bad one, that a specialized form of vehicle is not only desirable but also necessary for the majority of present-day trials. This does not, however, prevent the cars from being both well-constructed and well turned out, and trials results show that the most unconventional car is not always the most successful. So far as the standard car is concerned, there seems to be a tendency to concentrate on rallies rather than trials proper, though it is still possible to run a satisfactory trial for this type of car; what does not seem so simple is to devise a trial in which both types of car can compete, and this is perhaps best not attempted. It is good to see the classic M.C.C. long-distance trials being revived again, as they have a wealth of tradition behind them.

Never before, then, has the competition outlook been either so busy or so promising. More and more events continue to crowd in upon an already congested calendar; but so long as a sufficiency of entries is received for each one this is all to the good, and demonstrates the nation-wide interest in motoring as a sport, and not merely as a means of transport. With the experience of 1950 to look back on, organizers, officials, competitors and spectators may all confidently look forward — international complications always permitting—to still more interest and enthusiasm in 1951.

J. A. C.

CHIEF RALLY RESULTS

Monte Carlo				
Date	Place	Car	Driver	Test Times Sec
Jan. 22-29	1	Hotchkiss	Beccourt	45.2
	2	Humber	Gatsonides	46.58
	3	Simca	Barendregt	49.34
			Quinlin	
			Behra	
Apr. 16-22	1	Ford	Wharton	43.598
	2	Ford	Langelaan	
	3	Citroen	Barendregt	45.296
			van Splinter	
			Kuiper	46.068
			Ton	
Tulip				
July 2-21	1	Jaguar	Appleyard	
		Dyna Panhard	Lapchin	
		Dyna Panhard	Grosogeat	
		Dyna Panhard	Burgerhout	
		Dyna Panhard	Signoret	
		Dyna Panhard	Colas	
		Dyna Panhard	Masset	
Coupe des Alpes winners :				
750 c.c.		Dyna Panhard	Signoret (Fr.)	
1,100 c.c.		Renault	London (Fr.)	
1,500 c.c.		M.G. TD	Kenk (Swit.)	
2,000 c.c.		Sunbeam	Murray (G.B.)	
		Talbot	Frame	
3,000 c.c.		Alfa Romeo	Di Stefano (Italy)	
Over 3,000 c.c.		Jaguar	Appleyard (G.B.)	
Nov. 8-11	Torquay			
				Marks lost
	1	M.G.	Holt	4.008
	2	Jaguar	Asbury	
			Appleyard	4.015
	3	M.G.	Mrs. Appleyard	
			Shaw	4.229
			Lawton	

CHIEF BRITISH SPEED TRIAL RESULTS

Great Aulcum				
Date	Place	Car	Driver	Time Sec
July 23	1	A.J.B.	Butterworth	23.50
	2	Norris Spl	Heyward	23.60
	3	Hells Hammers V Cuff		23.79
			Brighton	
Sept. 2	1	E.R.A.	Mays	24.40
	2	Alfa Spl	Norris	25.40
	3	Alfa Romeo	Rolt	25.60
		Maserati	McAlpine	25.60

CHIEF BRITISH HILL-CLIMB RESULTS

Prescott				
Date	Place	Car	Driver	Time Sec
May 20	1	Allard	Allard	48.36
	2	Cooper	Brandon	49.61
	3	Cooper	Christie	50.42
			Shelsley Walsh	
June 10	1	E.R.A.	Mays	38.61
	2	Alfa Romeo	Poore	38.86
	3	Cooper	Wharton	39.89
			Bo'ness	
June 24	1	Cooper	Wharton	38.41
	2	Alfa Romeo	Poore	38.49
	3	Cooper	Collins	40.13
			Rest-and-be-Thankful	
July 1	1	Alfa Romeo	Poore	57.60
	2	Cooper	Wharton	57.64
	3	E.R.A.	Mays	58.32
			Prescott	
July 16	1	Alfa Romeo	Poore	45.61
	2	Cooper	Brandon	45.62
	3	Allard	Allard	45.84
			Bouley Bay	
Aug. 3	1	Cooper	Wharton	55.4
	2	Alfa Romeo	Poore	55.8
	3	Cooper	Logan	56.4
			Prescott	
Sept. 10	1	Alfa Romeo	Poore	45.39
	2	Allard	Allard	45.44
	3	E.R.A.	Mays	46.67
			Shelsley Walsh	
Sept. 23	1	Alfa Romeo	Poore	37.74
	2	Allard	Allard	38.05
	3	E.R.A.	Wharton	38.83

ACCESSORIES

IMPROVED PASS LAMP

REFERENCE has been made before to the Notek Passmaster pass lamp, which is now in an improved edition. This lamp is one in which a flat-topped beam is also flat-sided on the right side, so that there is no beam on the oncoming vehicles' side of the road at all and no dazzle, even if the car to which the lamp is fitted pitches badly.

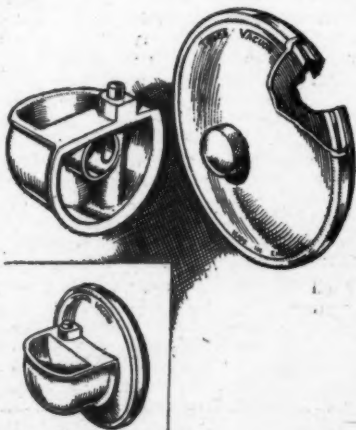
In the new version, which costs £5 15s (all chromium) or £5 5s (black and chrome) these good characteristics are retained but there has been a redesigning of the baffle slats inside the lamp, which are now simpler, so that intensity of lighting is increased and the body of the lamp made shallower in the fore and aft direction. The lens glass is moved forward to become the front glass, the separate front glass formerly used having been eliminated. At the same time the lens-baffle-reflector assembly can now be turned through 180 degrees (the old one was fixed) to an alternative position which gives left-hand cut-off of the beam for touring in a keep-to-the-right country.

In a period covering several long night runs with one of these lamps, so wired in a staff car that it came on and the head lamps went out when the dip switch was operated, no single case occurred of another driver flashing up his lights as a sign that he felt dazzled. The lamp appears as little more than a yellow disc to the oncoming driver, although it shines right down the kerb for a considerable distance for the man behind it, and the bulb mask and slatted front give it the appearance of a non-dazzle lamp; this psychological factor in dazzle is not unimportant. The minimum legal height of mounting was found best.

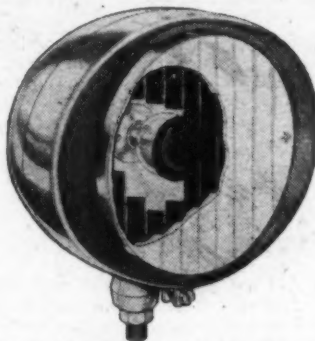
The makers are Notek Electric Co., Ltd., 23, London Road, Bromley, Kent.

LICENCES AND ASHTRAYS

A NEW vacuum attached licence holder for the windscreen has a bowl ashtray combined with it. Made by Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex, it is of polished brown plastic. The licence holder is held on by a rubber suction pad screwed up or released by a



The Tudor combination of ashtray and licence holder.



A bulb shield and matt black baffles in the Notek Passmaster confine all light to the near side of the road.

knurled knob, and over this knob is slipped a socket in the ashtray, which is then locked in position by releasing a press-button plunger.

The holder-ashtray costs 10s 6d—it is a sidelight on curious British economics that the first-named half bears no purchase tax while the other half does—and the licence holder is available separately at 4s 6d.

REPAIRING ROOFS

THE attempt to repair leaking roof panels in saloon cars is not often successful. Rubber in liquid form, under the name of NovaSeal, is being manufactured for this purpose by Nova-Productions, Ltd., Gordon House, Gordon Rise, Mapperley, Nottingham, and this preparation, when the solvents have dried out, retains something of the softness and elasticity of natural rubber. It costs 7s 6d lb; in cwt kegs, 6s 1b; 56lb kegs, 6s 6d lb; and in 28lb kegs, 7s 1b.

NovaSeal is applied like a paint, with a brush, and where there are cracks or tears a stout gauze supplied with it is laid over the first coat and at once covered with a second coat. The sample sent to *The Autocar* has been passed on to the owner of an old car, who reports that it was found to be easy to apply and to adhere strongly.

In addition to its use for roof repairs, the product may be used for silencing body panels that drum, and as a chassis and under-wing protection against wet, corrosion and flying stones. For these it

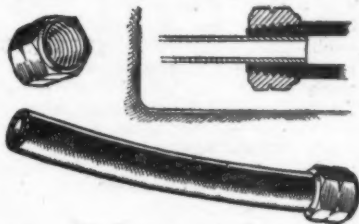
should be very good, although possibly not quite the equal of the thick rubber and fibre compounds which are factory-applied by special spraying processes.

MISTY WINDOWS

TO prevent the insides of car windows misting, a preparation, Mistex, has been introduced by the Secto Co., Ltd., Shaw Street, Blackburn, Lancashire. It is a liquid, a few drops of which can be used on a duster, and it is sold in 1s 6d and 3s bottles. In practice it has been found effective, mist-proofing windows for a long run without smearing the glass. It is most convenient in use if a duster is impregnated with the compound, dried, and kept in the fascia locker. Owing to the detergent nature of the liquid, Mistex cleans windows as well as mist-proofing them.

PETROL PIPE REPAIR

MOTORISTS who fancy their ability to fix a breakdown will like the neat flexible pipe connection that is being made by Wingard (M.A.), Ltd., Chichester, Sussex. It consists of a length of petrol and oil resisting rubber hose with a built-in steel spring core and two taper thread nuts which screw up to fix the hose very firmly indeed to plain piping such as the petrol feed pipe. This is a permanent repair and, indeed, the hose can be used to advantage when a fitting such as a bowl-type petrol filter is put into the line by an owner or anywhere where a flexible pipe and unions are required. There are



Taper threads bind the rubber tube tightly to the pipe.

no soldering and forming to be done; it is a spanner job. They are sold by the makers in boxes of twelve only. According to length, the price per box is from £1 8s to £1 16s 8d.



A tyre bead remover which has been designed by the Dunlop Rubber Company. As can be seen, a very powerful leverage can be exerted without risk of damage. The device costs £2 13s 6d.

CARAVAN TOPICS

By E. A. SISSONS

A Juicy Question!

DOES the addition of a caravan greatly increase petrol consumption? I am frequently asked this question. From my own experience I would say that it depends largely upon prevailing conditions; upon, among other things, the horse-power of the car, the weight of the caravan, and the contours of the roads. Broadly speaking a car of 10 or 12 h.p. will pull its own weight over give-and-take roads with an increase in petrol consumption of approximately 25 per cent, whilst a 16 or 18 h.p. would do the same on an increase of 15 to 20 per cent. As the horse-power increases so the percentage decreases until a position is reached where the increase is barely noticeable. Over hilly terrain, as in Wales, the West Country, Yorkshire and Scotland, the figure applied above to the 10 and 12 h.p. range would rise to perhaps 50 per cent (owing to the almost continual use of the gears), whilst the 16-18 h.p. would get away with perhaps 20 to 30 per cent. The golden rule for serious touring with a trailer is to use a medium-powered car, 14 to 18 h.p., and a caravan as light as possible. The cost of petrol certainly hits caravanners hard. It's a case of the spirit being willing but the source very weak!

The Critical Coupling

DON'T overlook the towing bracket—the fitting that connects the caravan to the car. Towing brackets are not merely metal clips attached to the rear bumper, they need to be specially made and anchored firmly to the chassis. This should be done well before the start of the holiday by a garage or blacksmith. The level should be such that, when the trailer is attached, the front portion of the caravan should be about one inch lower than the rear, never the reverse.

Trimming

THIS does not refer to the interior furnishing of the car, but to the weight distribution inside the caravan. For carefree towing the weight should be as low as possible, and, within reason, as near the front as practicable. Move heavy articles down to the floor near the front. A caravan on tow should never be tail heavy, or snaking will assuredly result, as it will also from speeding. Don't forget that with a caravan tacked on to your car you are automatically limited to 30 m.p.h.

Rolling is caused by under-inflated tyres, weak springing (of the caravan), top-heaviness owing to overloading of

shelves and cupboards, or heavy superstructure; pitching to weak or too flexible car springing, faulty shock absorbers, bad roads, and bad weight distribution. A little sensible adjustment of movable objects before starting a journey will work wonders in providing carefree towing.

Does Size Mean Satisfaction?

I AM astonished by the number of letters I receive from readers who are building caravans; the number must be legion. This was recently confirmed by a remark made a few days ago by a well-known supplier of caravan fittings that the number of catalogues sent out in a year runs into five figures. Another thing that surprises me is that most of these amateur constructors are building large caravans, so I conclude they are tired of waiting for houses and are making their own homes. A large caravan may be all right for static purposes, but when I get a query from a genuine caravanner who wants to try his hand at building a caravan, I unhesitatingly advise as small a van as possible to give the accommodation needed. This surprises most people, but I know from bitter experience that really to enjoy mobile caravanning and to have that carefree *joie de vivre* so essential to a good time on tour, a small and light caravan is a *sine qua non*. That is why my next caravan, I hope, will not exceed 12ft in length and 10cwt in weight. Maybe I'm getting old and lazy. I do often wonder, however, how many of these amateur vans materialize—and prove satisfactory.

My Advice—Don't!

TO be quite honest, I can't say that I am favourably disposed towards this amateur building; in fact in most cases I strongly advise against it. Caravan design and construction are really a fine art (some manufacturers have yet a lot to learn), and an amateur builder, unless he has had experience in coachbuilding or carpentry, is not likely to turn out a roadworthy or eyeworthy job. Most "non-props" are not things of beauty, and many may well be death traps on the road. Frankly, some of them make me shudder.

Proprietary caravans today are relatively cheap; in fact I consider them to be the best value for money of any commodity marketed today. Where else can one buy a home completely finished and furnished for less than £500? And payment is spread over two or three years if required. To many, this would prove a better investment than building, and definitely more satisfactory in the long

run, for experienced manufacturers have solved the condensation problem which home builders know nothing about until they get it—and cannot get rid of it. And to the inexperienced amateur builders who are thinking of making a touring caravan, I say, very seriously, try to buy a new one, but failing this, buy a good second-hand one from a reputable dealer.

Not many things have dropped in price over the past few months, but caravans have, and although I have mentioned a figure of £500, several manufacturers at the Show and since have introduced complete mobile homes (I make this important distinction) at prices from £370. How long this will last I do not know—but I feel certain it will not be for long.

Wayside Halts

I AM pleased to see that many local councils are now providing more lay-bys at the side of the roads to enable heavy traffic to draw off the highway. Although these are not primarily intended for caravan use, they serve a most useful purpose as a wayside halt for meals, and thereby reduce the possibility of accidents by enabling us to draw our outfits away from the track of traffic. I see no reason why this excellent provision should not be extended all over the country, for, apart from caravanners, the ordinary motorist experiences some difficulty in finding a suitable spot for a quick meal. On some trips, even without the caravan, I have spent quite a considerable time, and covered many miles, searching for a place where we could stop in safety for an alfresco meal. The more the roads can be kept free from stationary traffic the safer they will become.

Two-way Saucepans

ONE of the most useful gadgets we have found for the caravan this year is a double saucepan. It has the same round shape as the orthodox model but is, in fact, two saucepans in one, each semi-circular in shape. This enables two vegetables to be cooked on one gas ring. When the caravan is restricted to two rings only, as is usual, this is a decided advantage. These saucepans can also be obtained as a three-in-one, but I fancy they may be rather unwieldy in the confined space of a caravan hotplate. I can recommend the two-way variety as a valuable and useful addition to the culinary department of the caravan. They can be used separately if desired, and have the additional advantage of packing more easily than the old, round type, since one side is perfectly flat.

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ROAD TESTS



DATA FOR THE DRIVER

HUMBER HAWK

PRICE, with saloon body, £625, plus £174 7s 3d British purchase tax. Total (in Great Britain), £799 7s 3d.

ENGINE: 16.25 h.p. (R.A.C. rating), 4 cylinders, side valves, 81 x 110 mm, 2,267 c.c. Brake Horse-power: 58 at 3,400 r.p.m. Compression Ratio: 6.32 to 1. Max. Torque: 110 lb ft at 1,800 r.p.m. 17.0 m.p.h. per 1,000 r.p.m. on top gear.

WEIGHT: 26 cwt 3 qr 0 lb (2,996 lb). Front wheels 53 per cent; rear wheels 47 per cent. L.B. per C.C.: 1.32. B.H.P. per TON: 43.36. TYRE SIZE: 6.40 x 15in on bolt-on steel disc wheels.

TANK CAPACITY: 10 English gallons. Approximate fuel consumption range, 21-23 m.p.g. (13.5-12.3 litres per 100 km).

TURNING CIRCLE: 37ft 6in (L and R). Steering wheel movement from lock to lock: 4 turns. LIGHTING SET: 12-volt.

MAIN DIMENSIONS: Wheelbase, 8ft 9in. Track, 4ft 8in (front); 4ft 9in (rear). Overall length, 14ft 6in; width, 5ft 2in; height, 5ft 4in. Minimum Ground Clearance: 7.18in.

ACCELERATION

Overall gear ratios	From steady m.p.h. of		
	10-30 sec	30-40 sec	30-50 sec
4.55 to 1	10.4	10.3	12.0
6.78 to 1	6.8	7.8	11.7
11.24 to 1	5.7	—	—
16.19 to 1	—	—	—
From rest through gears to:—			
	sec		sec
30 m.p.h....	7.1	60 m.p.h....	30.4
50 m.p.h....	19.3		

SPEEDS ON GEARS:

(by Electric Speedometer)	M.p.h. (normal and max)		K.p.h. (normal and max)	
	1st	2nd	3rd	Top
1st	14-23	24-35	45-56	69/70
2nd	24-35	39-56	72-90	111/113
3rd	45-56	72-90	111/113	
Top	69/70	111/113		

Speedometer correction by Electric Speedometer:—

Car Speedometer	Electric Speedometer m.p.h.
10	11.0
20	20.0
30	29.75
40	38.5
50	47.75
60	57.0
70	66.5

WEATHER: Damp surface, cold; wind light to fresh.

Acceleration figures are the means of several runs in opposite directions. Described in "The Autocar" of September 22, 1950.

The latest Humber Hawk with enlarged engine is not outwardly changed from the 1949-50 model except for the addition of separate parking lights.

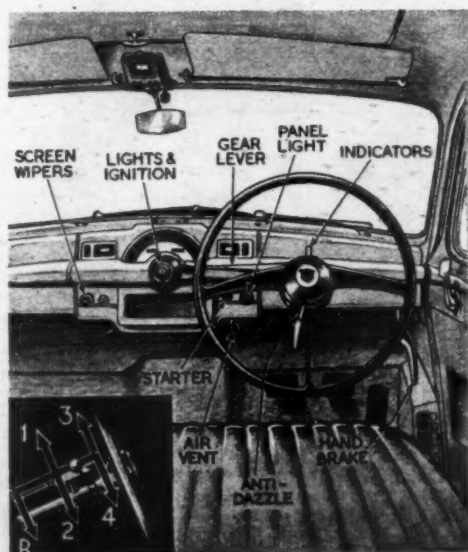
No. 1419: HUMBER HAWK SALOON

FAVOURABLE impressions left by the Road Test some eighteen months ago of the previous Humber Hawk model led to a good deal being expected of the current edition, which has the engine size stepped up for 1950-51 from just under 2 litres to just over 2½ litres, taking it in the obsolescent horse-power rating terminology from the Fourteen to the Sixteen-Seventeen class. The latest engine remains a side valve four-cylinder. There is no doubt at all of the improved performance provided by the increase in power, in spite of a rise in total weight, and especially over the all-important acceleration range needed by most drivers up to about 50 m.p.h.

The new engine, developing 58 b.h.p. as a maximum at some 400 r.p.m. less than the 56 b.h.p. of the earlier engine, and a maximum torque of 110 lb ft at 1,800 r.p.m. instead of 96.7 lb ft at 2,000 r.p.m., really takes hold and sends the speedometer needle climbing quickly into the 50 to 60 m.p.h. range, which is the natural cruising speed. To a driver who, as on this occasion, quite closely recalls the behaviour of the preceding model of Hawk the gain in liveliness is at once noticeable, and the detailed test figures for acceleration are decisive in confirming this impression, even though the present car unavoidably had less favourable conditions during a cold spell than were represented by the fine, hot weather in which the smaller-engined 1949 model was tested.

At a figure which today puts the Hawk in the medium price class it represents very good value when account is taken of its modern but by no means extremist appearance, the nature of the performance, and the range of the standard equipment quite apart from extras such as a well-arranged heating system that are available. It provides just the seating accommodation wanted by a great number of motorists and has the rugged build and an ability to take rough surfaces without appearing to be stressed mechanically, and certainly without harsh riding occurring, that render it a world-wide type of car as well as a desirable motoring possession to the home buyer in the limited numbers in which, like all others from British factories, he can obtain it under present conditions. It has the modern merit of being easy to drive, it is pleasing in its responsiveness to the throttle pedal, as already indicated, and on a journey the speeds it holds up gradients and its brisk acceleration after baulks enable it to put a satisfactory number of miles into each hour.

The driver is attracted initially by a good driving position with a large thin-rimmed wheel which he sits well above, giving him at once a sense of command, and with vision





Clean, smooth surfaces in the modern style are shown well in the "full face" view, where vertical and horizontal are contrasted in the grille treatment.



Generous window area gives the Hawk a pleasingly light interior and good all-round vision for the occupants; the size of the rear window is exceptional. The door handles have a pull-out action and all doors open from their rear edges.

ROAD TEST: continued

that is notably assisted by a wide windscreen of which the bottom rail is distinctly lower than is frequently the practice nowadays. The bonnet is not obtrusive and the left-hand wing in a right-hand drive car is only just out of normal view, and can be seen by slightly leaning over. Only in respect of vision can the rather thick main screen pillars be commented upon adversely; at times they are something of an obstruction to sideways vision.

Those who want to minimize gear changing will find that the hearty and yet smooth four-cylinder engine moves the car smoothly from rest on the level on second gear of the four-speed box, and the type of driver so inclined can engage top within the first few yards and need not think much of gear changing down to the region of 10 m.p.h. except when appreciable gradient arises. Amidst a decided tendency in current British design towards the use of quite big four-cylinder engines this latest enlarged Hawk engine is one of the largest of all in actual capacity. It is remarkably free from pinking even on low-octane Pool petrol, and also from running-on tendencies after hard work; as regards any minor vibrations it is noticeable very little indeed as being a four, but under full acceleration there is a rather marked power roar, which does not appear to be a function

of inadequate air intake silencing, for a large size oil-bath cleaner and silencer is fitted.

The torque characteristics of the engine are such as to make third gear the lowest ratio often likely to be needed, short of a complete baulk, even for the more severe hills. As an example, on third gear the Hawk went comfortably over the summit of a by no means straightforward 1 in 6½ hill, and there was no suggestion of flagging to indicate that second should have been used. So strongly emphasized in the interests of average requirements is the low and middle range of the performance that, although third and second are useful gears for increased acceleration on occasion, the test results showed almost as good times from 30 to 50 m.p.h. on top gear as on third, acceleration tailing off soon after 40 m.p.h. on third. Ability to reach a good cruising speed quickly, and to hold it without fuss on a fairly high top gear, has been the aim, rather than to provide a high maximum speed for the size of engine.

Soft but not spongy riding is given by the independent coil spring front and half-elliptic rear suspension. This system has a very good capacity to take up shock and to make a wide variety of road surfaces seem smooth, but under fast cornering there is no marked roll and a feeling

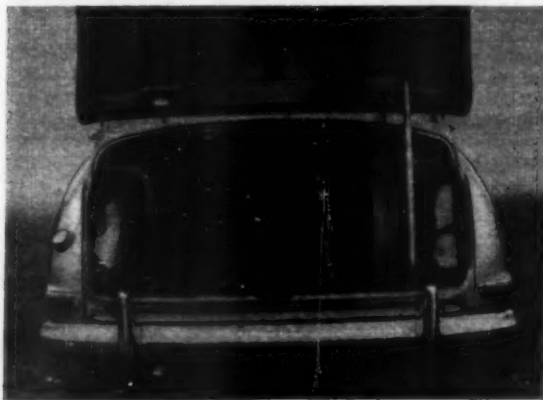
A pleasing and practical interior, with leather upholstery and simple but attractive cellulosed metal work. Both front and rear seats have a folding central armrest, and the elbow rests are formed as door pulls. Useful pockets are provided in the thickness of the front doors. Beneath the fascia is the control panel of the interior heating and ventilating system, available as an extra.



of security is induced. The riding qualities are markedly improved over those of the 1949-50 model. An anti-sway bar is provided at the rear. The latest cushion tyres, of bigger section than on the previous model, are fitted. It happened that the car was driven at one stage of the test for a substantial mileage over roads trickily alternating between dry and ice and snow covered, and with moderate care belonging to such conditions it handled very well.

The steering, though now of higher ratio, is lower geared than is really liked for quick action on occasion, and a more positive feel of the wheels through the steering wheel would be appreciated. Admittedly, the low ratio gives lightness for manoeuvring in a confined space and there is useful castor return action, whilst the oversteer tendency which is present, as so often in comparable types of car, is not by any means extreme. All the decelerating power that was required during several hundred miles' experience was achieved creditably by the Lockheed hydraulically operated two-leading-shoe brake system. There was more free pedal travel than is usual in cars undergoing this form of test, but that presumably was a matter purely of the individual state of adjustment, and the required braking power was obtained without heavy pedal pressure.

Concerning other features of control and of the driving position, a well-situated pendant type hand-brake lever

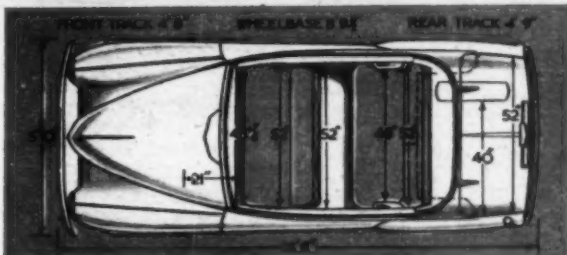
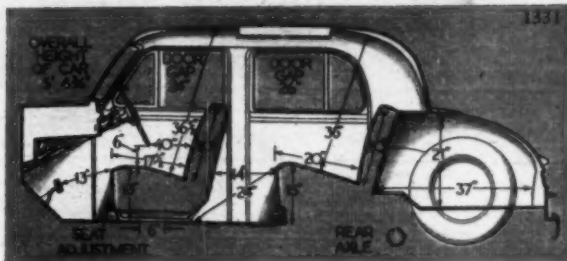


A luggage locker which is likely to meet most requirements, the space often devoted to a separate spare wheel compartment having been used to make exceptional depth of a combined locker. The lid is held securely by a self-locking strut.

with a convenient pistol-grip handle and trigger release is placed under the facia, where it is easily reached but out of the way; it is powerful and positive in its intended purpose of holding the car stationary. The steering-column gear change, operated by the left hand in a right-hand drive car, is good of its kind, light and sufficiently definite, with good baulking-ring type synchromesh on top, third and second, and with a positive safeguard against unintentional engagement of reserve. The one-piece front seat gives satisfactory support and a not too reclining position at the wheel. The seat adjustment works easily and smoothly.

The attractively laid out and centrally arranged instrument panel omits both an ammeter and an oil pressure gauge, which are replaced by warning lights. In an unusual position above the windscreen, and centrally where it can be seen by all occupants of the car, is a clock illuminated at night in conjunction with the instrument lighting. There is a non-lockable compartment of useful size in the facia. The driving mirror gives a comprehensive view through a wide rear window, which, like the windscreen, is curved and in conjunction with a generous area of side windows helps to give all-round outward visibility.

Both front and rear seats have a central folding arm rest as well as elbow rests, which act also as interior door pulls. A sliding roof is fitted, a provision that is now unusual in the popular types of car. The sun vizors are of practical width, one of them incorporating a small mirror

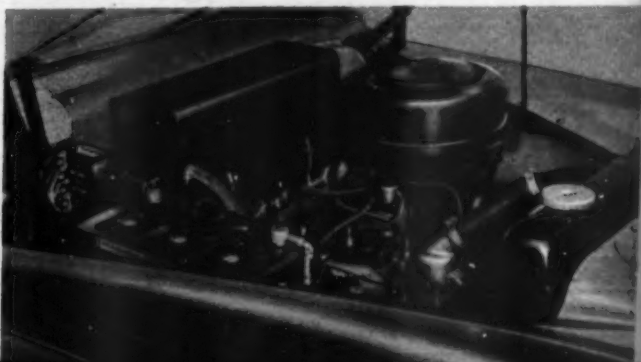


Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

for the lady passenger. The Smiths heating and ventilating installation available as a built-in extra can be operated either as a fresh-air system, introducing cool or warmed air by ram effect through a scuttle ventilator, or only recirculation heating with the electrically driven blower in use. It has an almost complicated control panel of its own by means of which various effects can be obtained and, for instance, the whole of the air supply can be diverted for windscreen demisting or de-icing or for interior heating. This system includes on the Hawk vertical air exit grilles at each side of the front compartment; the incoming air is expelled through these to either side of the front seat, benefiting all the car's occupants. Luggage capacity is excellent, and, indeed, altogether this is a most practically arranged and equipped car. The roof lamp is switched on when any door is opened, whether the side lamps are in use or not, and an overriding switch is fitted in a position within reach from front or rear seats.

The Hawk stood in the open for several nights during which the temperature fell below freezing point. Its automatic choke gave an immediate start in such conditions, the engine firing at once and keeping running at a usefully fast tickover if the car was not driven straight off. It was possible to move off at once if required, without hesitation from the engine. The latest Lucas double-dip head lamps, which have already been the subject of detailed individual comment in *The Autocar*, were fitted. On the Hawk they again showed the advantage of increased illumination towards the left in the dipped position, as well as the benefit of the 42-watt filaments used for the main beam in these latest lamps. Dip control on the Hawk is hand operated from the steering wheel.

Engine auxiliaries are accessible for top attention, including the ignition distributor, carried above the aluminium cylinder head. The battery could not be better placed for inspection; the box unit to the left of the large air cleaner is the heater and ventilator installation.





Signs mark the sites of battles and incidents in the Civil War, which are a source of great interest to tourists.

MR. X has never run quite so sweetly as he did on the morning of August 11 when he began his trek to Texas. He had heard a lot about the great Lone Star State and was eager to see it, not realizing at that time that the inhabitants of Texas would be much more interested in seeing him. Mr. X is our black Jaguar XK120 (red leather upholstery).

The 1,750 miles, which started in New York City, crossed parts of New Jersey, Pennsylvania, Maryland, West Virginia, Virginia, Tennessee, Georgia, Alabama, Mississippi, and Louisiana, and finally stopped at Houston, Texas. The roads for the most part were excellent, and the weather, for the most part, was the same. On our day of departure the sun poured his rays on us with fury; at noon we had lunch at the hotel in Gettysburg, Pennsylvania, which is steeped in romantic history and memories of Indian, Revolutionary, and Civil wars.

From Gettysburg we drove south into Maryland, and a while later spanned the Potomac to West Virginia. George Washington is alleged to have thrown a silver dollar across

A superbly surfaced road in West Virginia.



the Potomac River, and we crossed on a long, modern bridge. The corner of West Virginia through which we passed could have been a corner of England: Harper's Ferry, seen from the opposite side of the Shenandoah River, is a snug little village hidden by trees on the hill with only its church and steeple in plain view, while Charles Town is a closely knit village of buildings reminiscent of those found in the Shakespeare country. After Charles Town, we entered Virginia, a state rich in history, antiquity, tradition, and dignity. In Winchester we took pictures by the weatherbeaten frame-and-stone building that was one time the headquarters for General George Washington. An old cannon, large in comparison with the building but small in comparison with 16-inch guns of today, still stands guard. At Strasburg we passed the location where General Sheridan and his Union forces made their last stand against the crumbling Confederate army. In Lacey Springs we saw where Abraham Lincoln's father's home was located, and at Lexington, Virginia, where Lee, Ruffner, and Jackson all lived at one time or another and where Stonewall Jackson is buried. And we passed numerous battlefields, too.

Mr. X particularly liked the hills of Virginia and Tennessee, where he could spin around curves at high speed and laugh at the big cars with their squealing tyres and rolling rears. He had so much fun gliding along that my husband and I at times became involved in conversation and failed to notice the revs that Mr. X was turning. At one time, though I didn't think we were going fast, we suddenly heard a screaming siren and brought the car to a halt.

Spouse was driving at the time, and as the tall, nice-looking state cop walked up to our car, John asked in quite the most innocent tone he has ever used, "What's the matter, officer, was I speeding?" "Well," replied the cop,

Mr. X Goes

BY JAGUAR XK120 FROM NEW YORK

"that's hard to say. Sometimes you seemed to be within the speed limit, but then you'd pull away so quickly I couldn't time you. I'm sure you must have reached 65 once or twice." He let us off with the admonition, "Just hold her down a little bit!" This was quite a break. Only a short while before the patrolman stopped us, we had been cruising at 90 miles per hour!

An hour later John said that he "sniffed" a cop car. With that he slowed down. Sure enough, a few moments later an officer passed in a Ford and gave us a suspicious look.

We approached Staunton, Virginia, with its famous military academy, just as the rain did. We didn't bother to put up the top, as we found the rain hit the windshield and bounced right over our heads without dampening us. The broiling sun we had endured since early morning had cooked us to a turn, and the rain that appeared at 6 p.m. cooled us delightfully. In a few moments the sky became very dark. Our windshield wipers sang away as they kept our vision clear through the waves of water that struck the glass. People in other cars must have thought us insane; they were huddled behind air-tight misted windows while we didn't even bother to raise our hood!

The rain stopped around 7 p.m. as we neared Lexington, Virginia, the home of Virginia Military Institute. The lovely old college with its rolling campus and stately trees was founded in 1839. Beyond Lexington we came upon the Natural Bridge, one of the natural wonders of the world. We had not studied our road maps before leaving New York, and were both surprised and pleased to know that we could see this striking causeway—situated a few miles west of the Blue Ridge Mountains in the heart of the Great Appalachian Valley of western Virginia.

We let Mr. X rest in front of Natural Bridge Hotel, and made our way to the entrance gate, which is a few hundred yards from the Bridge. After a short walk across a green lawn, we started descending the many stone steps that parallel the edge of the canyon. Along the banks of Cascade Creek, with its numerous tumbling waterfalls, were fifteen or twenty *arbor vitae* (white cedar) trees with enormous trunks. These gnarled trees, which are normally little more than shrubs, have attained diameters of some five feet, and two of them measure more than fifteen feet in circumference. We were told that the roots and basal portions of the trunk average 30 years growth to an inch, so a trunk of five feet in diameter represents 900 years of growth. The larger of the two big trees is more than 1,000 years old. These trees indicate the tremendous length of time required for the erosion of the canyon and the carving of Natural Bridge by flowing water.

When we reached the last step, the path took an abrupt turn and there, suddenly, was the bridge. Only Nature could have attempted such a carving or given this superb spectacle so many colours. Loftier than Niagara Falls, the arch of solid grey limestone is 215ft high, 40ft thick, and 100ft wide. The span is 90ft from wall to wall. The top of the arch is carried over a diagonal line—most difficult of all lines for the architect to realize. Against a sky of blue, the grey tone of the great bridge was tinted here and there with dull red and ochre, soft shades of yellow and cream; and bluish-grey colours. Far beneath the bridge, which carries a main public highway, we followed a walk hugging the right side of the glen and passed Cathedral Wall, a bold projection covered with mosses and lichens, while Cedar Creek splashed over the rocks on our left.

The Monocan Indians called this lofty span "The Bridge of God," for once when they were being pursued by the



The Jaguar at the 18th-century home of Col. John Hite, leader of the first settlers in the Winchester area.

to Texas

TO HOUSTON

by Ruth Sands Bentley

Shawnees and Powhatans they reached the mighty chasm with no way of getting across. Feeling trapped, they fell on their faces and called upon the Great Spirit to save them. When they arose and looked again they beheld a miracle; a little way from where they stood a wondrous stone bridge spanned the great cavity.

But we were still a great distance from my mother's home in Houston, and it was past 8 p.m. So we continued our journey. By this time Virginia was beginning to seem endless. We had spent most of the day driving through this state, which is actually one-third the size of England. We went on until well past midnight and checked into a hotel in Marion, still in the beautiful state that reminded John so much of England. As we parked the Jaguar the speedometer reached 600 miles. A good day's drive.

On the second day we passed into the state of Tennessee, after an hour's driving, and noticed that this state had no speed limit for cars. Mr. X approved! The terrain became quite hilly and the roads were winding with ever-changing scenery. At times we saw lovely old plantations with stables and private tracks. Then, without warning, we would come upon dingy areas where the dilapidated wooden shacks reminded us of "Tobacco Road." Farther along would be lush fields of green corn and patches of mimosa and crêpe myrtle. When we stopped at Rogersville, Tennessee, for petrol, we found that our tyres had gained nine pounds because of the intensely hot road, and from then on we let out air at frequent intervals. We passed mountain lakes that might have been in Switzerland, roadside stands where native pottery was sold, furniture factories that have become one of Tennessee's most lucrative outlets, lumber trucks moving wearily, and small summer resorts.

Then we entered Knoxville, a sprawling town with broad

avenues, Southern Colonial homes, well-kept lawns, and slow-talking people. The farther south we drove the slower the speech became. And we had many opportunities to observe speech, for Mr. X drew a crowd at every stop.

Beyond Knoxville we observed a sign that pointed to Oak Ridge. How peaceful the countryside seemed, to be so near the home of the most devastating explosive on earth! And how paradoxical the next sign along the roadside seemed to us. It read, "It's better to kill time than people!" The sign, of course, was aimed at drivers—not Oak Ridge. The next sign advertised a motor court which was heated by "Radiant Heat." With the temperature in the high 80s, this sign tempted us not at all.

At 5.40 p.m. in the afternoon we drove through an underpass that is the gateway to Chattanooga. Above the arch in bold letters were the words, "The Electrical Center of the World. Population 229,000." The exit from the city took us straight up to Look-Out Mountain and its panoramic view of Chattanooga. In twenty minutes we entered the north-west tip of the state of Georgia, and in another twenty minutes we left it again to enter Alabama.

An hour later we were nearing Attalia, Alabama, when an Oldsmobile 88 whizzed by with an imperious blast of horn—an invitation for a tussle to most drivers of sports cars. Mr. X needed no coaxing. As we caught the Olds, Mr. X's speedometer showed 95 miles per hour. The Olds overtook a car just as oncoming traffic pinned us to our side of the road. This happened three times, but when the Oldsmobile driver passed his fourth car we, too, were able to slip through. "Now I've got him!" grinned John. We stayed behind, savouring the moment, until a long clear stretch opened up ahead. Then Mr. X easily took his rival and picked up speed until 115 was showing on our clock. A few moments later we entered Attalia and stopped for a traffic light. The Oldsmobile pulled up beside us and the driver, in a nice slow Southern tone, drawled, "Brothah, you've got something thah!"

We reached Birmingham, Alabama, at sunset and found the city under an aqua-blue sky strewn with fluffy pink clouds. This important industrial city, that furnishes a great quantity of coal and ore to the nation, loses its businesslike aspect at sundown. The next town was Bessemer, and there we stopped for southern fried chicken. The people at the next table to us, who had seen us when we parked in front of the restaurant, began a barrage of questions concerning Mr. X. Finally John took the two men

Mr. X Goes to Texas : continued

out to look at the engine while I chatted with their wives and children. The friendship grew as minutes passed, and when we got up to leave one of the gentlemen asked, "You don't *have* to drive on tonight, do you? Why don't you two spend the night with us? We have lots of room." We had stopped for southern fried chicken and had found southern hospitality. But the sky was now full of stars, the air had cooled, and the traffic had lessened. We couldn't resist the temptation to push on.

At 2.20 a.m. we stopped for coffee in Meridian, Mississippi, and the next three hours were enjoyable. Though there was no moon in the sky, the millions of little stars illuminated the world. I put my head back and gazed at the sky, hoping to catch a glimpse of a flying saucer—since many are reported to have been seen in this area—but instead we saw shooting stars, and counted twelve of them during the night. Finally, having added 721 more miles to our trip since morning, we stopped at Tylertown, Mississippi, and called it a day. Only 429 miles separated us from Houston.

Louisiana

On Sunday morning we had to drive but a few miles before entering the sub-tropical state of Louisiana, with its picturesque scenery. Parallel to the highway, and only thirty or forty feet from it, ran a seemingly endless canal. Large moss-draped oaks lowered their branches and provided shady havens for the fishermen, who were lazily engaged in their Sunday sport. At the state capital in Baton Rouge we saw the towering edifice which the late Huey Long erected to house the governing state politicians, and the tomb in which his body rests. And we saw the lovely formal gardens that frame this architectural triumph. And then we crossed the mighty Mississippi on the long, stately bridge which also owes its existence to the man who held one of the longest filibusters Washington has ever known. At the far end of the bridge we stopped for fried shrimps, and I pointed out to John that Regal Beer had derived its name by spelling Lager backwards. Beyond the bridge we entered the swamp area, a beautiful sight to artists but an ungodly one to geologists, who wade in hip-length boots in the alligator-infested waters searching for oil. We saw a barge rig in operation and were reminded of



Shanty boats lining the shores of Lake Charles, Louisiana.



the motion picture "Louisiana Story," and the young awe-struck Cajun who saw for the first time a drilling rig moving in on a big barge.

At 7.50 p.m. we entered the great State of Texas, but, to the spouse's surprise, were not required to go through Customs! He was kidding then, but by the time we left for home he was ready to take out citizenship papers and fly a Lone Star flag along with the Union Jack! At 9.00 p.m. we reached our destination.

Houston is a well-planned city, rapidly expanding, and is both beautiful and extremely clean. The raucous trumpeting of car horns is seldom heard, in welcome contrast to the mad cacophony of New York traffic. There is a story currently circulating in Houston about a young lady whose car suddenly developed engine trouble. The car following hers at once indulged in an orgy of horn-blowing. The lady patiently endured this provocative racket, then walked back to the driver of the other car. "I beg your pardon," she said, "it seems that we both are having trouble with our cars—I with my engine and you with your horn. If you'll see what you can do about my car I'm sure I can do something about yours."

The Texan humour is not unlike the English. Folk love to hear jokes about themselves. A cartoon in the local newspaper showed two leathery Texans in high-heeled boots and Stetson hats eavesdropping on a group of rodeo performers. "They're talking about midgets," said one cowboy, "which do we claim to have, the biggest or the smallest?"

Gardener's Delight

The native flowers of Houston are those found on the French Riviera; among them gardenia, bougainvillea, crêpe myrtle, lagustrum, cape jasmine, azalea, camellia, roses, coral vine and honeysuckle. Sometimes dwellers can even gather their Christmas centrepiece from their garden! This does not hold true every year, for occasionally frost reaches Houston ahead of Santa.

We were reluctant to leave Houston; in fact we hated leaving the south—with its bright sun and large stars, its flowers the year around, its complete lack of coal dust and other grime, and its gracious people. But there came the time for Mr. X to retrace his steps and, once away, we somehow managed to continue north to New York even though our hearts were going in the other direction.

Mr. X, as usual, behaved faultlessly throughout the whole trip. He gave not one moment's trouble and was the king of the highway. Even in the torrid Texas temperatures he ran cool and well. And he made a name for himself in Texas. Everyone who saw him loved him.

Spouse's footnote: Petrol consumption, over 18 miles per American gallon; oil, two quarts in 4,000 miles; repairs, nil.

SIMPLIFIED CIRCUITS

A SUGGESTED CLEAN-UP OF THE WIRING DIAGRAM

THE instructional manual supplied with a car usually contains a "wiring diagram" of the electrical equipment. I use quotes because it is seldom a guide to the actual run of the wiring—this information would need a drawing of the instrument board and chassis. As a circuit diagram—that is, a diagram which will show how the equipment works—the wiring diagram is very ineffective. The mechanical draughtsman's conventional restriction to vertical and horizontal lines and his fondness (with a mistaken idea of neatness) for equally spaced parallel lines do not help to make the drawing clear.

On one occasion I wanted to know whether the map lamp was controlled by the ignition switch. I turned to the wiring diagram, Fig. 1, armed with a magnifying glass and a knitting needle (as my eyes are no longer young) and, having made a bad start by choosing the earthed side of the lamp, traced the circuit via the panel light switch-fog lamp switch to terminal A4 on the cut-out and fuse box. Here the task was not simplified by the draughtsman who had drawn all the details with broken (dotted) lines—presumably because these details are behind the panel—an unnecessary adherence to drawing office practice. Thence through a fuse to A3 and up to "IG" on the ignition switch.

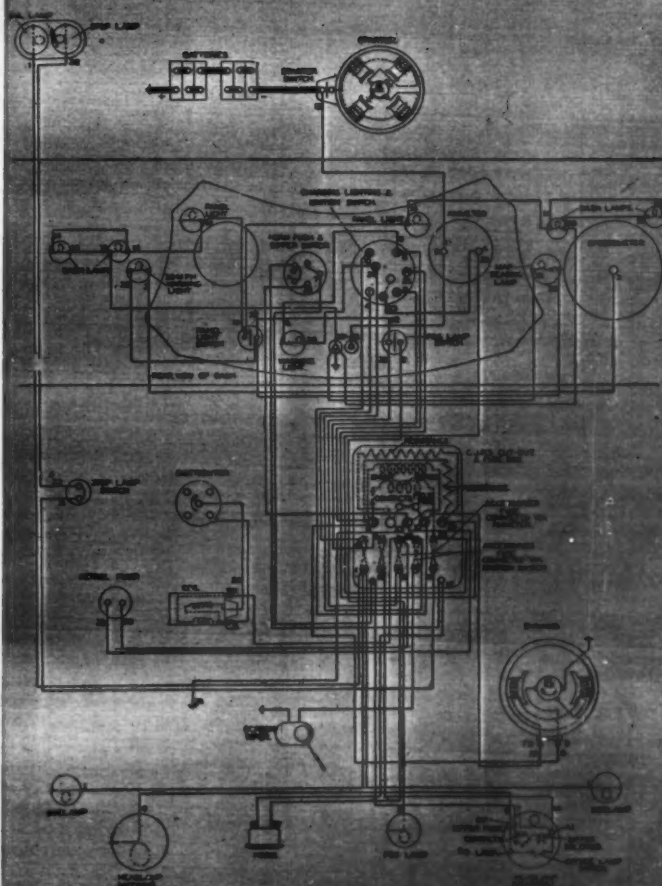
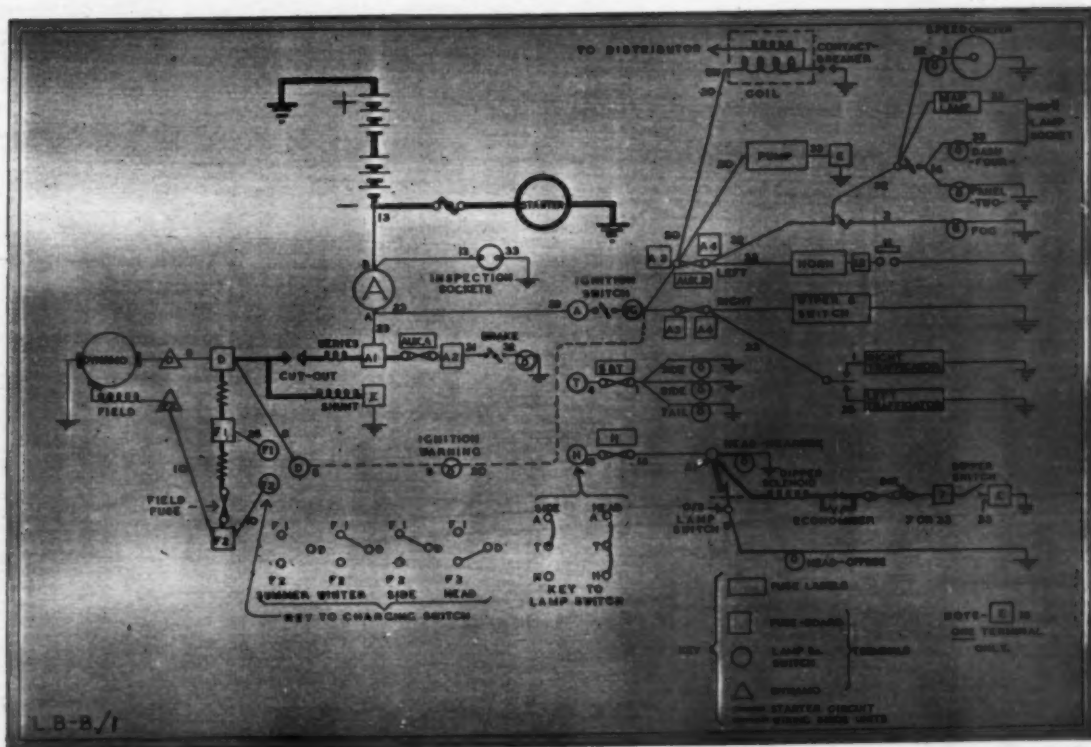


Fig. 1.

Fig. 2.



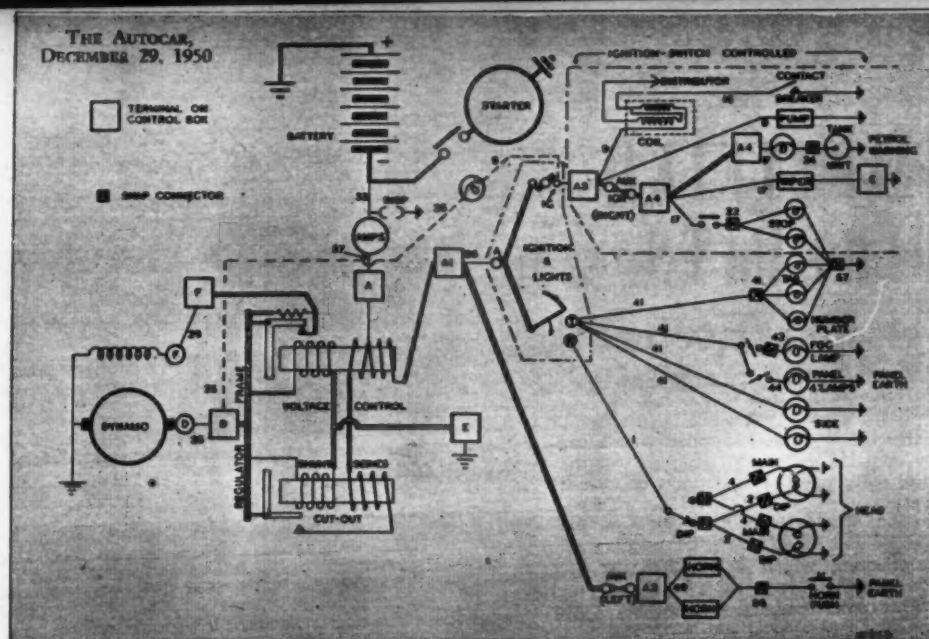


Fig. 3.

SIMPLIFIED WIRING

continued

The question was answered in the affirmative, after some bad shots owing to the "de-railing" of my eyes in following one of a set of equally spaced parallel lines.

This happened in the comparative comfort of my garage. What if I were tracing circuits on a dark, wet night? I decided that the possibility was too dreadful to contemplate and so took in hand the complete rearrangement of the diagram to make it worthy of being called a "circuit diagram."

My guiding principles were: (1) The flow of "cause" to "effect" should run from left to right. Therefore, dynamo at the left, lamps at the right. (2) Sloping lines would be used to depict direct paths. (3) The "geographical" arrangement should be completely disregarded. For example: terminals on the cut-out box should be put in their proper place in the circuit. (4) The "earth" symbol would be used for connections, direct and indirect, to the chassis. (5) The different switch connections (e.g., charging switch) should be shown in separate sketches.

The result of my labours is shown in Fig. 2. The circuit (and, therefore, the wiring diagram) is simpler—but it is still unnecessarily difficult to follow. The rearrangement shown in Fig. 3 is based on the same principles as Fig. 2,

but is for a two-brush dynamo and voltage control. The increase of clarity will be obvious.

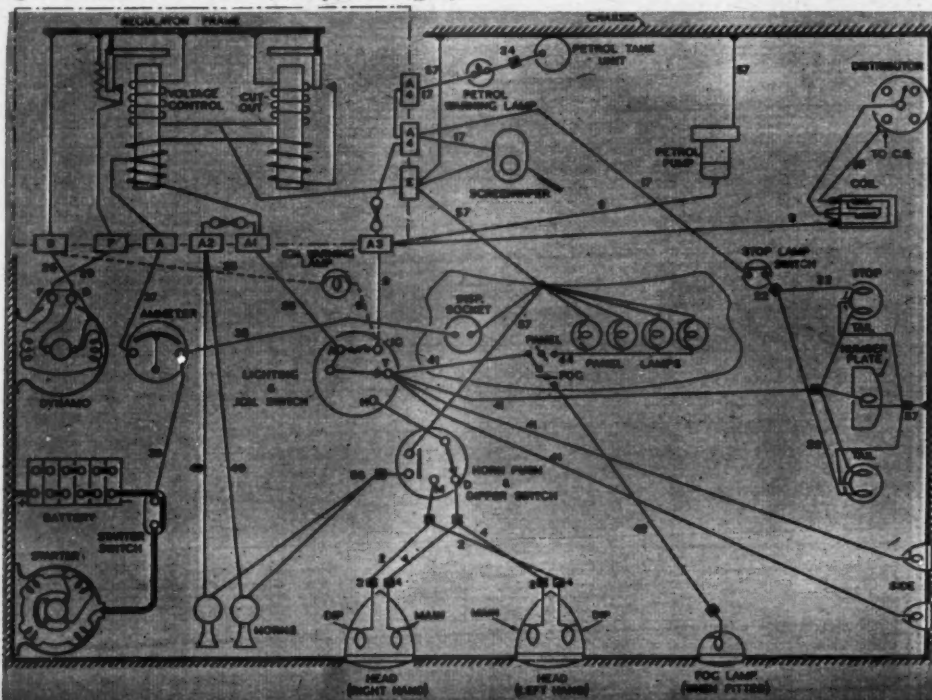
It was pointed out that Figs. 2 and 3 were all very well for the electrician. The man in the street did not understand symbols and could not grasp the earthing scheme as shown. For example, in Fig. 2 there are two leads shown connected to the right-side head lamp; he finds only one on the car because the earth return is through the chassis.

I decided to rearrange the diagram on slightly different principles. (1) Lines to be as direct as possible—sloping where necessary. (2) The terminals and so on in the control box to be grouped. (3) All components directly earthed to the chassis to be shown sitting on a thick line marked "chassis" which would act as the return path. (4) Pictures rather than symbols to be used where possible.

The result is shown in Fig. 4. I had considerable difficulty with the insides of the control box, as the diagram in the manual gives no idea of which contacts are controlled by which windings. However, the result is, I think, capable of comprehension even on a dark, wet night—and so should be the diagrams in our handbooks.

L. H. B.-B.

Fig. 4.



For Town or Country



The 4½ Litre **BENTLEY** *Mark VI*



The Silent Sports Car



MORRIS · AUSTIN
 ALLARD · H.R.G.
 MORGAN · M.G.
 DAIMLER · RILEY
 FRAZER-NASH · BR
 HEALEY · HUMBER
 ALTA · LEA-FRANC
 HILLMAN · JENSEN
 JAGUAR · ROVER ·
 ARMSTRONG SIDDELEY
 ROLLS-ROYCE · SUN
 WOLSELEY · ALVIS
 STANDARD · AUST
 LANCHESTER · H R
 SUNBEAM-TALBOT
 TRIUMPH · HILLMA
 M.G. · MORRIS · JEN
 BRISTOL · ALLARD ·
 LEA-FRANCIS · ARM
 RILEY · WOLSELEY
 FRAZER-NASH · TR
 AUSTIN · DAIMLER
 BRISTOL · LANCH
 ROVER · JAGUAR
 STANDARD · ALTA
 HUMBER · ROLLS

*The Majority of
 British Car
 Manufacturers
 fit
DUNLOP
 as
 standard equipment*

ARMSTRONG SIDDELEY
 SELEY · MORGAN
 MORRIS · DAIMLER
 D · FRAZER-NASH
 ER · ALVIS · RILEY
 S · H.R.G. · JENSEN
 · TRIUMPH · ALTA
 M.G. · LEA-FRANCIS
 SH · ROLLS-ROYCE
 HEALEY · HUMBER
 AGUAR · STANDARD
 SUNBEAM-TALBOT
 DAIMLER · MORRIS
 EY · LANCHESTER
 ARMSTRONG SIDDELEY
 T · ROVER · JAGUAR
 MBER · WOLSELEY
 ED · M.G. · HILLMAN
 AN · ROLLS-ROYCE
 SUNBEAM-TALBOT
 A · H.R.G. · AUSTIN
 DELEY · TRIUMPH
 MORGAN · BRISTOL
 JENSEN · ALLARD
 HEALEY · ALVIS
 ESTER · HILLMAN



THE WORLD'S MASTER TYRE

50H/168



The classic lines of this 'Diss' Delage, with flared front wings and mahogany-decked boat-shaped body, will be familiar to all members of the Vintage Sports C.C., of which the owner, Doctor "Bob" Ewen, is a committee member.

TALKING OF SPORTS CARS

No. 332

14 h.p. D.I.S.S. DELAGE

THE Diss Delage has most of the good qualities of the best vintage sports cars, but lacks the harshness, mechanical noisiness and lack of comfort that characterize most of them. Its chief charm lies in its superlative steering and road-holding, coupled with a very smooth engine which is surprisingly flexible for a long-stroke four-cylinder of over 2-litre capacity. The body and seating arrangements are very comfortable and all controls are convenient. Performance is not startling, but is adequate, a cruising speed of 55 m.p.h. being usual, at 2,300 r.p.m. in top gear. Springing is fair but not harsh, and the steering, though heavy by modern standards at low speeds, is very pleasing at anything above 15 m.p.h., being high-gear, very accurate and having strong self-centring action. There is no unpleasant kick-back on uneven roads, such as seems to occur with most other high-gear steering of similar vintage.

Original Chassis

The design of chassis is conventional, having half-elliptic springs all round, damped by double Hartfords. The four-wheel brakes are cable operated, final drive is by torque tube and conventional banjo-type back axle, having a ratio of 4.08 to 1. The four-speed gear box as originally fitted had rather wide ratios of approximately 13.25, 8.5, 6.5 and 4.08 to 1, with a central gear lever. The clutch is single-plate, with the linings riveted to the flywheel face and the pressure plate, a spring-steel spinning plate being gripped between them by four hefty springs. This arrangement certainly gives a quick gear change, but is apt to develop slip.

Bore and stroke are 75 x 120 mm, and there are push-rod-operated overhead valves. The block and head

are detachable, and the crankcase is a massive aluminium casting which completely fills the space between the chassis members as far back as the bulkhead. This feature, to my mind, contributes largely to the good roadholding by forming a very rigid brace to the front end of the chassis. The crankshaft has five main bearings and large circular webs. Oil feed is from a submerged gear-type pump to all bearings and the timing chain and rocker gear via a drilled crankshaft. Cooling is by thermo syphon and large water passages, the radiator being beautifully made.

Direct on the nose of the crankshaft is an enormous Ducellier dynamotor, which is exceedingly temperamental (to put it mildly) but most effective when in a good mood. The carburettor is a Zenith triple-diffuser, and the magnetron an S.E.V. with automatic advance.

I bought my present car, RR 25, in 1934, for £25, when it had done about 100,000 miles at least, and had not been looked after much! It went very well, but the pistons slapped, the dynamotor went on strike and the clutch slipped. I had the block rebored and fitted with B.H.B. pistons, put eight springs in the clutch instead of four, acquired some wheels with 6.00 x 20in tyres instead of the old beaded edge 820 x 120 mm, and then proceeded to drive very effectively. The dynamotor, however, always gave trouble, mostly by refusing to charge for more than 1,000 miles at a time in spite of all I could do. I was lucky to find a 36 mm SU carburettor and a ZU4 Bosch magnetron in a car breaker's for 3s 6d each, and I fitted them in 1937. The SU gave a somewhat better performance than the Zenith, acceleration being noticeably improved, while the consumption was unaltered at 23 m.p.g. The next modification was to fit brake-rods instead of

cables all round, to eliminate the horrid, spongy feeling of the original brakes. This was a very satisfactory move, as the braking is now quite adequate and the pedal pressure much lighter. The rods came off a Morris Cowley and did not need much adaptation. The last change before the war was to swap the original wide-ratio gear box for the close-ratio (13.25, 7.3, 5.5 and 4.08 to 1) type produced in 1927.

Gear Improvement

This was a remarkable improvement, because the new box proved dead silent on all gears, and the speed of change was much faster, giving greatly improved acceleration. Besides, it now proved possible to get 55 m.p.h. in third, which is quite useful.

During the war the car was laid up and I joined the R.A.F., so it languished until my return in 1943 from the Middle East, and my release from the R.A.F. to resume civilian medical practice. I decided that this was a good opportunity to rebuild the car completely, so I started with the dynamotor, as being the most unreliable component. I threw away the original Ducellier control brush and brush-holder and made up a new holder to take a brush out of a Ford Eight dynamo. This, coupled with a thorough re-insulation of the field coils and the making of new insulating brushes throughout, has enabled it to charge all the time instead of intermittently. I also incorporated a half-charge resistance controlled from the Bosch switch box, to make the Ducellier gremlins understand that I was having no nonsense in future.

My wife and I then started on an orgy of scraping and rubbing down which went on through the winter of 1943-44. There was a good deal of whip-lashing and body repairing, such as fitting new door panels

TALKING OF SPORTS CARS

continued

and making good the rusted bits, but eventually it was ready for a respray and varnish of the wood decking on top of the body. I made myself a spray gun and managed to acquire some pre-war cellulose, and started work. Weeks more of rubbing down, and the result looked quite respectable.

The original hood was a horrid affair that had to be taken off completely when furred, and which was supported on a sort of detachable umbrella frame. I abandoned all this and made up a new frame which folded into the space between the front and back seats, and covered it with some pre-war hood material I luckily had by me. The hood bag was made out of blackout material on a sewing machine.

All the old upholstery was very tired, so it was replaced by leather from an old four-seater Hillman. The old wind-screen was a fixed V affair to which it was impossible to attach the hood when erected, so that came off, and a new flat, opening screen was evolved out of a Riley Nine glass and Swift side pillars, with an unidentified top rail mated to them. The chief snag lay in making a mahogany filler to fill the space between the wood decking and the bottom of the screen. The René Thomas steering wheel was taken apart, cleaned, reglued, and had finger notches cut in the rim, after which it was varnished, the idea being to make it as near a Bugatti wheel as possible.

Second Engine

In March, 1945, I managed to acquire another Diss engine, less cylinder head. It was in a rough state, so it was stripped down and I had the crankshaft reground and new bearings all through. The bores and pistons were good (4 thou maximum ovality) so they were not changed, except for fitting new rings. The oil pump needed attention, as did the magneto drive. As Diss clutches are all prone to slip, I thought I would try a conversion to the type of clutch (toggle operated) which was used on some of the six-cylinder Delages, I believe Type DR. This meant making up the new back-plate to the old flywheel and using the original pressure plate suitably modified. New linings (Raybestos) were fitted, and the high spots on the steel centre-plate were taken down laboriously by hand, using a carborundum stone. This conversion has proved entirely satisfactory.

The pins and rollers in the tappets which bear on the camshaft were badly worn, so I made up some new oversize

pins and case-hardened them. The next job was to polish the aluminium crankcase, which had become well weathered. I found emery followed by steel wool to be the best polishing agent, and then I "engine-turned" it all over by means of a small felt bob held in an electric drill, using fine emery powder on the bob. The original cylinder head and valves were used after decoking and regrounding. The two engines were swapped over one weekend, and, to my great surprise, I found that the new clutch mated up perfectly with the old clutch withdrawal fork.

Trial on the road was most satisfactory, the new engine proving very quiet and smooth. However, some play was noticed in the differential assembly so the axle had to be dismantled. Another

minium bulkhead between the engine and the front seat. Since then, I have driven the car many miles, and am using it regularly for my practice. The performance is as follows:—

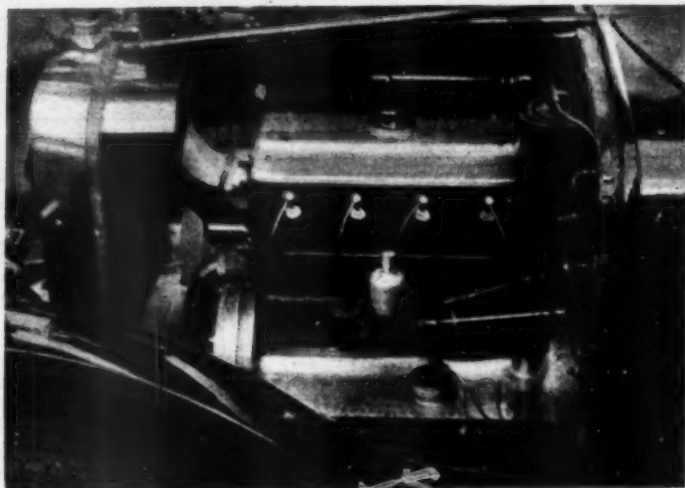
Acceleration 0-50 (speedometer reading), 19 sec.

Maximum speed, 75 m.p.h. at 3,200 r.p.m.

Petrol consumption, 20-23 m.p.g. according to type of use.

Oil consumption, 3,000 m.p.g.

This car will pull away from about 10 m.p.h. in top gear without fuss if required, and always starts from cold without any trouble. Moreover, one can drive off from cold without constantly using the mixture control. This applies



The severely practical appearance of the beautifully kept four-cylinder 2.1-litre Delage engine, with its single SU carburettor, are evident in this under-bonnet view.

differential assembly was fitted, and this eliminated the trouble. A minor trouble on this car has been the tendency of the oil in the back axle to travel up the torque tube and leak out of the front end of it on to the floor. I have not entirely cured it by putting an oil thrower between the pinion and its ball race, but it is much less than it was originally. At this time I fitted a Fram oil filter, and generally tidied up the plumbing and wiring, while my wife cleaned and polished the alu-

to all 14 h.p. Delages I have handled, and I think can be attributed to the good design of the induction passages, which are cast in the block and head and are not in an external manifold. I have never known a Diss to use much oil, and the consumption of my old engine remained steady at 2,000 m.p.g. through a life of about 75,000 miles. They seemed to make the cylinder blocks of exceptionally good material even for those days.

G. A. EWEN.

M. Ernest Henri

THE death is announced with regret of M. Ernest Henri, the Swiss engineer, who was intimately associated with Peugeot and Ballot racing cars. Although the name probably carries little significance for the present generation of motorists, M. Henri played a most important part in automobile engineering and racing. While working in conjunction with another pioneer on what were then considered to be high-speed engines, he was asked, in 1911, to join the Ballot-Goux-Zuccarelli group, which had undertaken to build racing cars for Peugeot. He was not the chief engineer, his role being to interpret the ideas and sug-

gestions of the three drivers of the period. He was a pioneer in the design field in the use of the twin-overhead-camshaft head with inclined valves, later to become almost universal on racing machines.

The success of the racing Peugeots was phenomenal. They beat the redoubtable Fiats, they were first in the fuel consumption Grand Prix at Amiens, and one of them won at Indianapolis in 1913. Immediately after the first world war, Henri was called in by Ernest Ballot to design a straight eight racing car, and a team was built in the record time of eight months, and that in a country suffering from after-war disorganization. In

two successive years they were sent to Indianapolis, and although undoubtedly the fastest cars on the track they just missed first place by the kind of flukes that are always associated with racing.

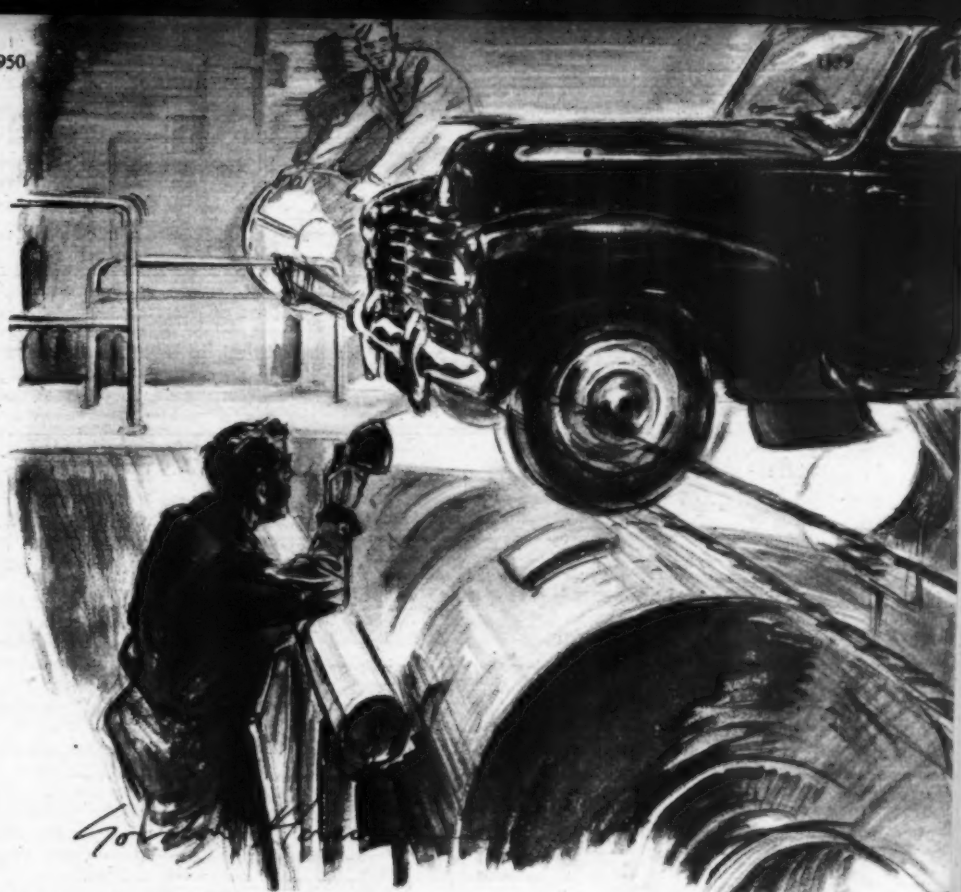
Henri remained with Ballot until the firm closed down its racing organization; in 1921-22 he was designer at Sunbeam's under Louis Coatalen, although he designed a cylinder head for a racing Aston Martin in the early 'twenties.

Subsequently he represented an American piston manufacturer, but his later years were attended by misfortune. His leg was amputated, and he died in straitened circumstances in Paris.

GENESIS OF A CAR . . . No. 11

by A. G. DOUGLAS
CLEASE, B.Sc., A.M.I.Mech.E.

Quite spectacular is the bump rig; the front wheels are running on rollers carrying cams and the observer is noting the behaviour of the front end at different speeds.



The Final Stage

IN the early days of car manufacture the only method of testing a car was on the road in the hands of skilled drivers. Each car was tested individually in this manner, usually in chassis form before the body was mounted. The testers were more than skilled drivers, however, for they were also experienced mechanics, and when they found something not quite right they would make the necessary adjustment. Thus by a process of trial and error each car was tuned up individually, so that it would attain certain figures in speed, acceleration and braking before it was "passed off."

Modern testing is much more scientific. Road testing has not been eliminated, but its character has changed. Laboratory tests have replaced much of it for the purpose of life or fatigue tests, the chief reasons for this being:—

- (a) Conditions can be kept constant and if necessary under complete observation,
- (b) Life tests or fatigue tests to failure can be carried out in a much shorter time, and
- (c) In many cases a number of parts or specimens can be tested at one time under identical conditions, besides which rig testing lends itself to stroboscopic observation and deflection measurements.

Quality through Laboratory

One of the most up-to-date experimental and engineering laboratories is that of Vauxhall Motors at Luton. It occupies a large building of some 90,000 sq ft, which is to all intents and purposes a self-contained automobile factory, capable of producing complete cars. An important duty of this department may be defined as testing and proving the product to a defined standard both before and after it is actually put into production. To elaborate this simple definition it may be said that prototypes of new models are constructed and tested by this department before they go into production, and that tests continue to be carried out on the production cars as they come through, with a view to ensuring that quality is maintained and, if necessary, improved.

Naturally the equipment of this department is complete, since it is capable of producing prototype vehicles. It has its own machine shop, and some of the machines are of a type which would not normally be used in the production machine shop. The policy is to use components which have been machined and assembled on the ordinary production lines when this is possible, leaving the special plant of the department to deal with special parts.

There are also many testing rigs where components are undergoing continual operation for twenty-four hours a day in endurance tests. All types of suspension, for example, are mounted in a machine capable of operating through a complete cycle of loading and unloading until failure, or for any desired number of cycles, a mechanical counting device duly recording the number of cycles completed. Other machines are testing gear boxes and final drives, and at intervals the parts under test are examined for wear or for signs of incipient trouble. The object, indeed, is to find out limits of wear and endurance of various components.

By testing rigs such as these, components may in the course of a few days be given the equivalent of a road test of, say, 50,000 miles, which, of course, take some months to pile up and involve considerable expenditure.

Then, apart from special testing rigs such as these, there is the engine test department where engines are tested on the brake to find out all sorts of intricate matters, such as the effect of a slight modification in combustion chamber design, a variation in compression ratio, or some slight modification to the lubrication system. Fuel and oil consumption and endurance tests are constantly being carried out, and there is a special bay in which test engines are stripped down and examined minutely so that their condition may be constantly known.

One of the most interesting testing devices is the bump rig, which consists of a platform so built that either the front or rear wheels of a car may be driven on to two large rollers of 3ft diameter. The remaining wheels are securely anchored and the power is then switched on to an electric



An impression of a car undergoing steering tests on the skid pad, showing one of the dials which indicates the angle taken up by each front wheel.

The Final Stage

continued

motor which rotates the rollers at speeds up to the equivalent of 60 m.p.h. On the surface of the rollers cams are bolted—probably three, equally spaced round each roller. Thus for each revolution of the roller the front wheel will be subjected to three bumps. The bumps may be synchronized so that each front wheel is affected at the same time as its fellow, or they may be staggered in relation to one another so that one wheel gets a bump and then the other. By this means many interesting phenomena may be observed, such as wheel hop, tramp, wheel flutter, sag vibration, and the influence of engine mountings. The rear end of the car may be given similar treatment and examination made for wheel hop, axle tramp, and axle shake.

Observations are made both from within and from outside the car. If one sits inside as the test begins there is first a slow rise and fall of the front of the car, but as the speed of the bump increases the body of the car remains almost stationary and only the front wheels move up and down as the suspension system absorbs the bumps. At one particular speed there may be an unpleasant vibration for a few seconds, resulting from the periodicity of the bumps momentarily coinciding with the natural hop frequency of the front wheels. But if all is as it should be, the occupant of the car feels no discomfort and is conscious only of the noise of the flying wheels and rollers and the fast repeated bumps.

Stroboscopic Investigation

To an observer beneath the car there is, however, much more to see, for certain parts can obviously be seen to be vibrating. With a stroboscopic lamp the movement of a vibrating part can be observed in slow motion, so that what is actually happening can be plainly understood. Indeed, the effect of the bumps on other parts of the vehicle may cause surprise. For instance, the engine is flexibly mounted so that vibrations from it may not be transmitted to the chassis and, therefore, it is understandable that the continual battering which the front wheels receive over a rough road may have its effect in causing the engine to vibrate on its rubber cushions.

In its investigations into steering and road holding the experimental department also makes use of a "skid pad," although this is actually a misnomer, since there is no skidding. The "skid pad" is a circular track 250ft in diameter, with a vertical post at its centre. A white line is painted round the track at a radius of 108ft and is for the guidance of the driver.

The car is equipped with a device which measures on a dial above each front wheel the angle taken by each front wheel. The steering wheel itself carries a protractor which shows through how many degrees it is turned from the straight-ahead position. A theodolite in the rear of the

car is trained on to a mark on a central post, so that the angle of heel assumed by the body as the car is driven in a circle can be measured together with the "attitude angle" of the car in a horizontal plane. The car is driven round the track in a true circle at various speeds and the angles are read off so that by comparison with the theoretical angles it can be determined by how much the car understeers or oversteers.

It might be thought that if the driver, guided by the white line, puts the car into a true circular path he would merely then have to hold the wheel stationary and that the car would follow that path, irrespective of its speed. This is not the case, however, for as the driver increases speed he will find that he has to give more and more helm to keep the car in the circle. This is owing to the fact that the tyres deform and creep as the speed increases. Finally, the driver may have given about an extra 120 degrees of helm and the speed of the car may be restricted to a maximum of, say, 30 m.p.h. merely by the power lost through the tyres, although on a straight level course the maximum speed would be between 65 m.p.h. and 70 m.p.h. As the driver releases the throttle and allows the speed to fall he will, of course, have to reduce the amount of helm to keep the car on its true path. Otherwise the car will gradually run in towards the centre of the circle.

Testing Springs on the Track

Springing is tested on a specially laid out course over the rough surface of a gravel pit in which concrete blocks have been sunk so that they stand two or three inches proud of the surface. Over this the experimental cars are driven at various speeds, although had a private owner to negotiate such a surface he would probably do it at a first-gear crawl.

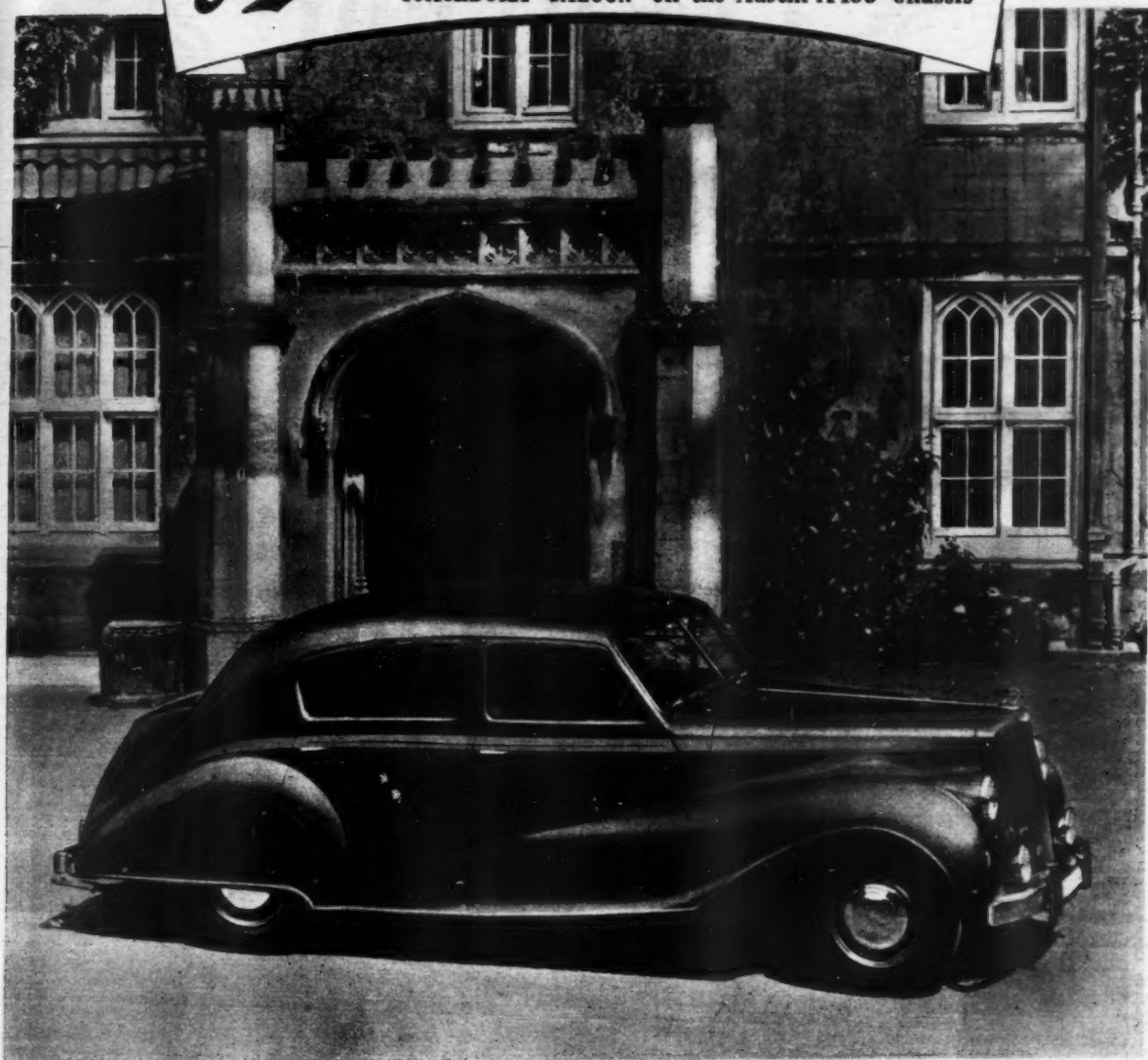
Ordinary road work, too, as already stated, is still carried out and day after day experimental cars are driven round and round a test circuit, piling up mileage through fair weather and foul, at daytime and at night. The drivers will not necessarily be skilled testers of the olden days, and it is not for them to attempt adjustments or repairs, except as may be necessary for the car to complete the course. They will merely report on the running of the car and leave to the highly skilled experimental and test staff the investigation of any trouble or suspected trouble which they have noted. These test cars may, in fact, have half a dozen new fittings or features which are under test, ranging from a completely new unit, such as a rear axle, to something as small as a new type of valve spring, or a body fitting such as a door handle or window winder. But all the time the ceaseless investigation goes on with a view to improving the product.

This article concludes the series. Previous articles have been "The Romance of Steel" (June 25, 1948); "Castings in Iron and Light Alloy" (July 30); "A Body Is Pressed" (September 3); "How a Starter Battery is Made" (October 22); "Machine Shop and Engine Assembly" (December 10, 1948); "Tyres and Wheels" (January 28, 1949); "Making Coil Springs" (April 1, 1949); "The Assembly Line" (August 19, 1949); "Safety Glass" (June 30, 1950); and "What's in a Radiator?" (July 14, 1950).



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Petrols Worth Awaiting





In Brussels the streets were brilliantly decorated and lit for Christmas. Three of the cars are Austins, an A.40, A.90 and a Sheerline.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

UNFAIR TO UTILITIES

Exceptions to the New Speed Ruling

[63033].—May I, through the courtesy of your columns, air a grievance which I feel may be shared by other motorists in my own position?

The Minister of Transport has exempted from the 30 m.p.h. speed limit dual-purpose utility vehicles which do not carry a C licence, and I understand is now considering further exempting such vehicles "... from the need for a C licence when used by doctors, dentists, and veterinary surgeons in the course of their duties." I quote from your own "News and Views," November 24.

My own position, which I am sure is shared by many others in ever-increasing numbers, is that by reason of my business, retail food distribution, I use a utility vehicle for work and also for social and pleasure purposes. I am obliged by law to tax it under "goods and private," on which tax is payable on a weight basis and not at the flat rate of £10 (assuming a new car). Also a C licence is obligatory.

These regulations necessitate:

- Greater taxation to the tune of £15 for a vehicle weighing between 16cwt and 1 ton as against £10 for a car used for the same purpose.
- Keeping drivers' logs, not required if a car is used for the same purpose.
- 30 m.p.h. speed limit at all times, not applicable to a car outside restricted areas whether carrying goods or not.

As regards (a) and (b), these apply equally to the operators of

light vans classified as goods vehicles, and I realize that in all fairness nothing could be done to differentiate. In any case as (a) is a business expense and (b) applies only when carrying goods no great hardship is caused.

However, I do feel most strongly that use of a utility vehicle for recreation purposes is most unfairly penalized when compared with a car used in precisely the same manner.

St. Albans, Hertfordshire.

WILLIAM S. HARPER.

STANDARDIZED REBUILDS

Is it Possible to Fix a Charge?

[63034].—From time to time one reads articles and letters on the question of car overhaul. One also reads advertisements for reboring, brake drum skimming, recellulosing and so on. But so far I have never seen an advertisement or heard of a firm offering a complete rebuild for a set figure. By this I mean a complete strip of every component and renewals where necessary, a complete check-up to jigs of all chassis and suspension units, a complete paint strip and repaint from the metal up; also, where replacements of stressed parts is not called for, such parts to be annealed and tempered; tyres, accumulators, and wiring to be automatically renewed.

Over a period a firm undertaking such rebuilds would know on an average just what the cost would be. Some individual cars would cost over the average and some less than the average, but it should be possible to arrive at a fair mean charge for the complete job. If Fords can do it with engines I imagine the same thing could be done with complete cars.

There must be thousands of motorists who are afraid to put their cars into a service station for a complete overhaul in

CORRESPONDENCE

continued

present circumstances because of the possible cost. (Even on estimate there is no guarantee that something will not be found to add to the cost which was quite unforeseen and unexpected.) If, however, they knew that for a given sum their car would be returned to them in two or three weeks as new and with a three months' guarantee, I am sure the response would be enormous.

C. D. B. WILLIAMS.

Walton, Warwickshire.

RELIABILITY

A Vintage Seven on the Continent

[63035].—With reference to letter [63002] I feel that I cannot let my own efforts to show the reliability of a truly Vintage Seven (1930) go unrecorded.

In July of this year, my wife and I set out on a Continental tour, covering some 1,500 miles through France, Switzerland and Austria, which took twelve days. Anybody who has motored on the cobbled roads of France, through the Swiss passes and the Alberg Pass (Austria), will realize that it was quite a stout effort. The only mechanical trouble experienced was in this country, when a new set of timing gears, fitted 400 miles previously, failed.

I was particularly pleased with the Austin's performance,



The Austin at Chaumont.

which compared very favourably with that of many "moderns." I experienced no boiling—it was with a hidden smile that I passed many modern English cars in Switzerland and Austria that were stopped with radiators boiling.

The Alberg Pass and all the Swiss passes were taken non-stop. The car caused considerable interest abroad, and readers may be interested to know that I found little difficulty in averaging 35 miles per hour. The longest hop in one day was just over 320 miles. The cost of our holiday, including R.A.C. fees and so on, amounted to a total sum of £68.

Liverpool, 18.

A. HOWARD BATESON.

ALL FOR £15

Scotland-England-Wales Tour on a 1926 Riley

[63036].—I think my trip with a 1926 12 h.p. Riley this summer might be of interest. I had the great good fortune last spring to discover the Riley lying at the back of a garage, covered with dirt and in general in a filthy mess outwardly. I bought the car, since christened Kilwhillie, for £15, and after a thorough cleaning of the engine and body Kilwhillie turned out to be in extraordinarily good order, and ran very well.

The tour which a friend and I made started from Leuchars (Fife); from there we drove to Edinburgh and down the east coast via York and Scarborough to Cambridge, and then to London. We had a little trouble with the magneto on the way down.

From London we drove across country by Oxford to Bristol, then up to Droitwich, and then through the Llanberis Pass across Wales to Caernarvon. Poor Kilwhillie nearly collapsed on some of the hills, but, of course, the tents and other equipment made his load very heavy indeed.

After a very pleasant run along the north coast of Wales we went through the Mersey Tunnel, where, to our horror, the cone clutch started to slip badly. Fortunately it held on until it was readjusted some distance beyond the tunnel. Then we drove up through Southport and Blackpool, in pouring rain, to



A veteran Riley Nine.

the Lake District. There we spent a very comfortable night at Fell Foot, near Newby Bridge. The Lake District hills caused some trouble, mainly with braking; fortunately the brakes were very simple to adjust. And from there we came home by Carlisle and Moffat. At Moffat we had our only real trouble, when, during the course of a repair on the gear box (a selector broke on the Devil's Beefclub) an extremely disobedient mechanic broke the gear box casting and held us up for some time.

Altogether Kilwhillie behaved extremely well; driving was a real pleasure, with a "crash" gear box, hand controls for everything, and no worries with dozens of electrical gadgets and "labour-saving" contraptions, so-called. The average petrol consumption was about 25 m.p.g., tyre wear was quite invisible, but oil consumption was fairly heavy.

DONALD C. ROBERTSON.

Cupar, Fife.

APPRECIATION

The Autocar in the Bush

[63037].—All congratulations and good wishes to *The Autocar* and staff. From 16 to 36 I have regularly looked forward to "every Friday" but never more so than now, when "every Friday" comes once every three weeks on the back of a carrier; incidentally my last but one lot of mail apparently made a dinner for a leopard, complete with the native carrier; and I am still trying to decide which was the greatest job—the fitting together of the small pieces of *The Autocars*, or the small pieces of the carrier! At least there were more pieces of *The Autocar* to be found, thereby proving that not all things like *The Autocar*.

Lusanga Area,

Belgian Congo.

ERIC R. ADAMS, O.B.E.,

M.I. Plant: E.

Good Word for Long-standing Contributors

[63038].—May I, as one who has driven motor cars since 1905, and still drives them, congratulate The Scribe and Barry Appleby on the weekly "Disconnected Jottings" in *The Autocar*?

The sense of humour and shrewd comments upon motoring matters, combined with the genius of Mr. Appleby, are responsible for the fact that when the mails arrive in this outlandish spot I always open the copies of *The Autocar* before several other publications to which I subscribe. Perhaps my sense of humour is excessive but I must confess that I am still laughing intermittently over Appleby's drawing in the August 11, 1950, issue covering the paragraph entitled "Tuning-up." I took this to the bedside of a friend who was slowly recovering from a serious illness. He laughed so much and for so long that I had to call his nurse to calm him down.

My very sincere thanks to you, Mr. "Scribe," and to you, Barry Appleby, for making life more cheerful for so many readers in these troublesome times. You are both much appreciated.

Mahé, Seychelles.

ACCELERATED.

RACING TRANSMISSIONS

Is There a Sporting Future for Automatic?

[63039].—The recent Watkins Glen race was noteworthy for the appearance of automatic drives in competition cars. This is a very controversial subject, but it appears that specially adjusted automatic drives may take their place in the sports car

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- 1949 **AUSTIN** A.40 Countryman Estate Car, Green, Brown leather, 7,000 miles.
- 1949 **FORD** 'Anglia' 8 h.p. Saloon, Beige, Brown leather, 3,000 miles.
- 1949 **FORD** 'Prefect' 10 h.p. Saloon, Green, Brown cloth, 5,000 miles.
- 1949 **FORD** 'Pilot' V.8 Saloon, Black, Brown leather, 12,000 miles.
- 1949 **HILLMAN** Minx 10 h.p. Saloon, Black, Brown leather, 4,000 miles.
- 1949 **HILLMAN** Minx Mark IV Saloon, Dove Grey, Red leather, 5,000 miles.
- 1949 **HUMBER** Hawk 14 h.p. Saloon, Satin bronze, Red leather, 2,000 miles.
- 1949 **HUMBER** Super Snipe 27 h.p. Saloon, Almond Green, Buff leather, 8,000 miles.
- 1949 **JAGUAR** 3½-litre Mark V Saloon, Black, Brown leather, 6,000 miles.
- 1949 **JAGUAR** 1½-litre Saloon, Green, Green leather, 8,000 miles.
- 1949 (1950 Series) **JOWETT JAVELIN** 1½-litre Saloon, Grey, Fawn cloth, 4,000 miles.
- 1949 **M.G.** 1½-litre Sports Saloon, Black, Beige, 7,000 miles.
- 1949 **MORRIS** 'Oxford' Saloon, Black, Beige leather, 3,000 miles.
- 1949 **MORRIS** 'Six' Saloon, Black, Beige leather, 5,000 miles.
- 1949 **RILEY** 1½-litre Saloon, Maroon, Red leather, 6,000 miles.
- 1948 **ROVER** '75' Sports Saloon, Black, Red leather, 6,000 miles.
- 1949 **STANDARD** 'Vanguard' Saloon, Suede Green, Green leather, 1,000 miles.
- 1949 **SUNBEAM-TALBOT** '80' Convertible Coupe, Silver Green, Buff leather, 4,000 miles.
- 1949 **SUNBEAM-TALBOT** '90' Saloon, Silver Green, Buff leather, 6,000 miles.
- 1949 **TRIUMPH** '2000' R.E. Saloon, Gunmetal Grey, Grey leather, 7,000 miles.
- 1949 **VAUHALL** 'Wyvern' Saloon, Grey, Grey cloth, 9,000 miles.
- 1949 **WOLSELEY** 'Six Eighty' Saloon, Black, Brown leather, 6,000 miles.

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CORRESPONDENCE

continued

field, judging from this tryout. Certainly for the motorist who has a sports car for driving pleasure and uses it in traffic the automatic drive gives a tremendous flexibility and acceleration that the gear box car will not be able to keep up with. In addition, automatic drives provide the desirable high ratio for highway cruising.

It is clear that any car which is to compete successfully on the U.S. market must have an automatic drive available for the purchaser. Six months ago I was decidedly not a convert, but 13,000 miles in my 1950 Lincoln Hydramatic have "sold me" on the drive. At the time I bought the Lincoln I also had an XK 120 Jaguar and know something of the difficulties even a fine sports car with a gear box encounters from fast accelerating automatic drive cars in traffic.

I wonder why some of the fine, small-engined British cars are not made with larger engines? It always seems a shame to me that such fine cars as Bristol, Aston Martin, Frazer-Nash and so on are forced to go through life with a great handicap.

Maxwell Air Base,
Alabama.

T. K. HAMPTON.

H. W. EGERTON

A Remarkable Journey on Top Gear

[63040].—Referring to letter [62994] I would like to add my tribute to that of St. John Nixon to the useful pioneer work performed by the late Hubert Egerton, whom I knew very well indeed.

Without detracting from this sentiment I feel justified in pointing out that my friend Nixon is hardly correct in his statement that Egerton's feat in driving from Land's End to John o' Groats in 1900 has never been repeated, in that he has overlooked that in 1911 a Sheffield-Simplex car was driven over this journey on top gear throughout, the ratio of which was 3.33 to 1, with tyres of 880 x 120 mm.

This was accomplished under R.A.C. observation (Certificate 230) and further, the car was not allowed to exceed the then legal limit of 20 miles per hour, which prevented rushing hills; in fact the certified average speed for the whole trip was 19.8 m.p.h.

PERCY RICHARDSON.

London, S.W.6.

ROAD SAFETY

Proposals to Lower Motor Cycle Casualties

[63041].—As a road user of over 40 years' intensive and extensive experience as pedestrian, cyclist, motor cyclist, car and heavy vehicle driver, I venture to say that the major contributory cause of accidents to motor cyclists is not speed but the negligence and gross carelessness of others. That belief is backed by an analysis of last year's official figures for the Metropolitan area, showing that less than eight per cent of accidents to motor cyclists were the riders' fault.

Instead, therefore (as proposed by Lord Lucas), of compelling all motor cyclists to wear crash helmets and reducing the engine capacity of motor cycles, I would suggest, as a short-term policy, that (1) genuine non-skid surfaces should be maintained on all roads; (2) a proper degree of banking should be given to all bends with adverse cambers; (3) existing laws relating to careless driving should be more strictly enforced, including the prohibition of stationary vehicles on bends and approaches to them; and (4) Government and local authorities should actively support the R.A.C.-A.C.U. Youth Training Scheme, making the production of its certificate of proficiency an essential to the issue of the first provisional driving licence.

G. R. ALLAN.

Bournemouth.

Vice-President and Vice-Chairman, The Auto-Cycle Union;
Honorary Director, The Auto-Cycle Union Proprietary, Ltd.
Director, The Speedway Control Board.

MOUNTAIN TRACKS

More News of Remote Spots in Wales

[63042].—I have enjoyed the correspondence about the Eunant Valley road, the Hirnant Pass and Bwlch-y-Groes, all of which I have been over at some time or another. The surfaces can vary a great deal. I have seen Bwlch-y-Groes in good condition just after the roadmen have finished with it in the spring. A few days later, after a storm, much of the surface was washed away or loosened.

"Rover's" letter [63003] mentions a road, or rather track, from Dolgelly to Llwyngwrlod over the mountains. In August, 1938, I took three passengers over this road in a Morris Eight.

It was not good but not nearly so bad as the Eunant road. Some of it is just a grass track between stone walls and there were only a few rocks. There is a very, very steep descent through a farmyard at the end, where the farmer looked very surprised. There is a spectacular double hairpin bend to go down near the Arthog track mentioned in this letter. It is very bad to climb, though I have managed it, but the gradient is severe and the surface loose.

If "Rover" is interested he can follow this track on the 1in O.S. map and it is marked more clearly as a road on the 1in Road Atlas published by W. and A. K. Johnston, Ltd. The track was very difficult to follow and I do not know its present condition.

My 1929 Triumph Eight has been over Bwlch-y-Groes several times. With three passengers it will still do most of the ascent from the Bala side in second gear.

JOHN B. C. CUZNER.

Birmingham, 17.

THEM AND US

The Gulf Between Statesmen and the Common Man

[63043].—Into your Christmas Greetings (December 22) you get so many sage remarks and make so many blistering analogies that I am sure you must have spent a merry evening with happy motorists.

In a long life I have never yet met a statesman who thought in homely terms. They start off in the clouds and would never lower themselves to the human level of contented car owners, therefore our urge to possess a new car leaves them cold. The chill wind of disappointment they know not, for, warmly wrapped up in their own conceits, they play their pretty pieces in an orchestral fugue. Like modern Neros they fiddle while the common man works and goes without.

W. DELL.

Shirley, Croydon.

RUNNING COSTS

Real Economy with the Morris Eight

[63044].—I was very interested in two recent letters [63012] and [63013] on the subject of running costs of 1939 Series E Morris Eights. Although the running cost analysis of my own Series E shows little further of general interest, I think it is only fair to point out that this model is capable of very considerably greater petrol economy than that achieved by your earlier correspondents; the relevant figures are detailed below:—

	1949	1950
Mileage	8,850	10,950
Petrol (gallons)	204	253
Total running cost (neglecting depreciation) ..	£71 5s 6d	£87
Miles per gallon	43.4	43.2
Pence per mile	1.94	1.91

The total mileage is just under 60,000 to date, and apart from a rebore, all maintenance work has been carried out at home. It is interesting to note that when driving really carefully the car has proved capable of 59 m.p.g. when averaging 30 m.p.h. on "out-of-town" journeys. These figures have been obtained when there was little wind and represent the mean of runs in both directions.

London, E.18.

G. BRANSOM GRIFFITHS.



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THE SPORT

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OYEZ! Oyez! Oyez! Let it be generally known and Noised Abroad to the Motoring Fraternity in general that to all those kindly Persons whose machinations have resulted in the Deluge of Greeting Cards, Christmas Cards, Calendars, Presents and other signs of Affection 'neath which my Desk do groan and Creak, that I, J. A. C., hereinafter referred to as Casket, or "Oh, 'im!" or in terms decidedly less Complimentary, do hereby Convey to all such Characters my protestations of Eternal Gratitude—until next Time—and my intention, when so be as we next do Meet, to Shake them warmly by the Hand, or Smite them firmly on the Back, or otherwise Caress them, according to Circumstances such as their Sex and Age, not to mention the Size and Nature of their Tributes.

Did you have a good Christmas, too? Anyway, thank you all very much indeed; and to all enthusiasts everywhere I would like to wish a very sincere Happy New Year, and may you all have a successful competition season in 1951. That should, if all goes well, result in an extraordinary number of First Prizes among next year's awards!

THE most important item of news which has appeared of late is the apparently official statement by the Mercedes-Benz firm that they have some definite racing plans for 1951. It appears that they are negotiating with South American sporting authorities for terms on which a team of

three Mercedes 3-litre G.P. cars may compete in several races in that part of the world next February or March. The possible drivers whose names have been mentioned in connection with this project are given as Rudolf Caracciola, Hermann Lang and either Fangio or the coming German driver, Karl Kling.

It is also rumoured that the cars may compete in the Indianapolis 500-mile race

MAN AT THE WHEEL

B. N. Shawe-Taylor

Although frequently referred to as one of the "coming" drivers of 1950, Brian Shawe-Taylor actually commenced his racing career before the last war; in fact, he shared with R. E. Ansell the wheel of the latter's E.R.A. to gain fourth place in the Nuffield Trophy Race at Donington Park in 1939. This was the same car in which his 1950 successes have been won; Brian is a brilliant exception to the accepted rule that a driver should commence his career with a slow car and work his way up, for before driving a five-hundred in hill-climbs this year he had never competed in any other car than the faithful B-type E.R.A.

Since the war, Brian has partnered Geoffrey Ansell, after the latter acquired the E.R.A. from his cousin Bob, in most of the principal races in the British Isles, and has now taken over the car himself on Geoffrey's withdrawal

next May. Moreover, it seems fairly plain that the firm would not mobilize their complete competition department solely with the object of competing in the few events mentioned above, so it would seem possible, at the very least, that an engine is in course of design and preparation to enable them to compete in races under one or other of the present formulae. Perhaps an unsupercharged 4½-litre—who knows?

FURTHER news has now come to hand concerning the proposed Production Car race to be run over the motor cycle T.T. course in the Isle of Man next year. First, and to the heartfelt relief of those would-be entrants who are also interested in the Le Mans race, the proposed date has now been changed from June 15 to May 23, which is much more suitable in the circumstances. The Manx Automobile Club are immensely enthusiastic over the project, and are hoping to obtain the necessary Governmental sanction and support when the matter is brought up for discussion early next month.

THERE still seems to be a possibility that motor racing will take place on the airfield at Grangemouth, in Scotland, next year; although at the moment the property still belongs to the Air Ministry, the town council are negotiating for its return for housing and the provision of local amenities. Should this eventuate soon, the Scottish Motor Racing Club will be given permission to hold at least two events there during the coming season.

REGULATIONS have now been issued for the Sestrières Rally, to be held from February 23 to 26 next, with a thousand-mile road section to the finish at the Italian winter resort of Sestrières. Starting points include London, Paris, Amsterdam, Brussels, Marseilles, Madrid, Berne, Frankfurt and seven Italian towns; cars will be divided into four classes (750 c.c., 1,100 c.c., 1,500 c.c. and unlimited) and must be unsupercharged, catalogued production models. There is, however, no restriction as to the type of coachwork fitted. Among the hazards will be a final test on usual rally lines, a secret check during the last 45 miles of the road



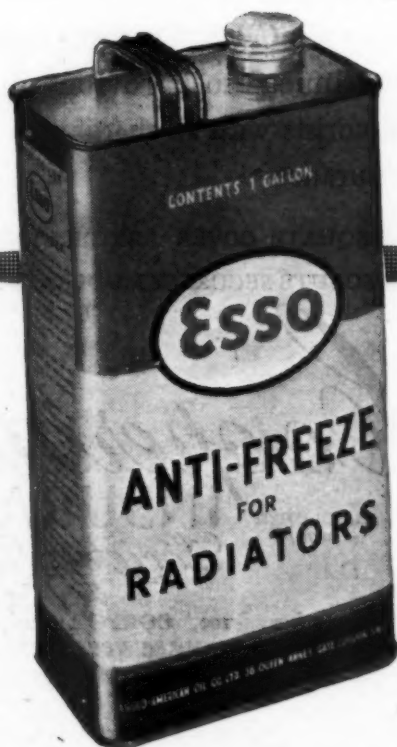
from active competition. Tall, quiet and humorous, he is thirty-seven years of age, and runs a garage business in Cheltenham, in which (with the assistance of Harold Pugh, formerly of E.R.A., Ltd.) he maintains not only his own car but also those of several other aspirants to competitive fame. Next year he will make his first essay in sports car racing in the Le Mans 24-hour race, as a member of a British team.

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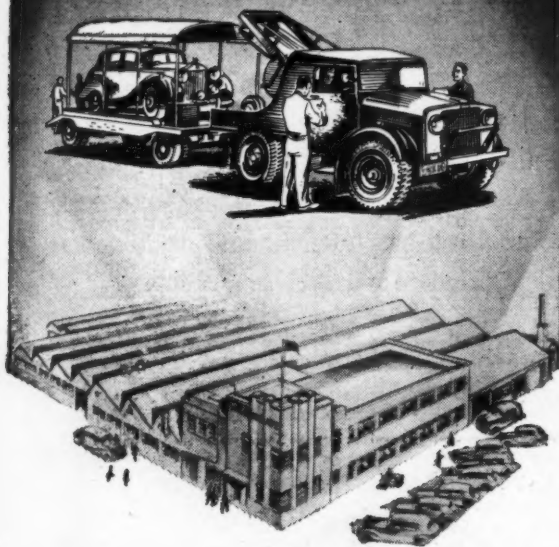
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The Sign of Security



One of the few drivers to remain faithful to the V8-engined dinosaur type of trials car, is Ron Faulkner, here seen in the primeval swamp of Green Lane in the Fedden Trophy trial.

section, and—just before then—a 3-mile straight which must be covered at a speed within 5 per cent either way of the car's maximum speed as stated in the catalogue; the average speed for the 750 c.c. cars over the whole road section is about 28 m.p.h., and for the remainder 31 m.p.h. The organizers are the Automobile Club of Turin; enquiries to the Competitions Department of the R.A.C.

THE Aston Martin O.C. recently held a party at the Cock Tavern in Fleet Street, at which their season's awards were presented to the deserving winners by Mrs. Cutler, the club's chairman, Eric Cutler, keeping the proceedings in order in the unavoidable absence of the president. The handsome St. John Horsfall trophy went to John Rowley, who has had a good year, having also collected the Lycett trophy from the Vintage S.C.C.

Many motoring celebrities long asso-

ciated with the name of Aston Martin were present, including Clive Gallop and none other than A. C. Bertelli, head of the firm for so long and now living the country life as a farmer in Berkshire.

THE intrepid competitors are now on their way in the Mediterranean to Cape Town rally, that remarkable epic, with starting points at Algiers, Oran, Casablanca and Tunis and a total road section—and not all road, either—in each case of over 9,000 miles. There are no British entries, but two of the competitors are driving Land Rovers; the total entry is 42, including many examples of Jeeps, estate cars and lorries, the largest of which is a works entered five-ton Renault. Among the car entries are Chevrolets, Hotchkiss, Buicks, Lancias, Renaults, Volkswagens and even a Bugatti; future news of this ambitious safari is awaited with interest. J. A. C.

CLUB NEWS

West of England M.C.—A New Year party will be held on January 13, at the Bradley Hotel, Newton Abbot, and the South-Western Centre's annual general meeting will take place at the Great Western Hotel, Exeter, at 2.30 p.m. on January 21.

The Public Schools M.C.—The question of whether the club shall continue to function or be dissolved will be decided at the annual general meeting to be held on January 4 at the Brunswick Arms, Stamford Street, London, S.E.1, at 7.30 p.m., and as the club's future will depend upon the amount of support received at this meeting, all those (including non-members) who are interested in it are warmly invited to attend the meeting and to take part in the discussions.

Leicestershire C.C.—The date of the annual dinner, dance and presentation of trophies this season is February 14; venue will be the Bell Hotel, Leicester, and the Ronnie Hancox dance band has been engaged for the evening's festivities. Tickets are £1 each, from H. H. Mayes, 75, Leicester Road, Narborough.

COMING SHORTLY

- DECEMBER 29-30.—M.C.C. Exeter Trial, starting from London, Stratford-on-Avon and Plymouth, finishing Grand Hotel, Bournemouth, during afternoon of December 30.
- 31.—Peterborough M.C. Christmas Trial, Peterborough.
- 31.—Malden and D. M.C. Reliability trial, starting Acorn Service Station, Kingston-Bypass, 2 p.m.
- JANUARY 4.—Nottingham S.C.C. Annual general meeting Flying Horse Hotel, Nottingham.
- 7.—Vintage S.C.C. (Midland Section). Measham Winter Rally, starting from Shrewsbury, 12 midnight.
- 7.—Wirral 100 M.C. Trial, North Wales.

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1949 (Dec.) Rolls-Royce Silver Wraith 4-door saloon by James Young, dark green with grey top, green leather, 21,000 miles.

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1949 (Oct.) Mark VI Bentley standard Saloon, pearl grey with blue leather, 28,000 miles, immaculate.

1949 (April) 4-door Mark VI Bentley Saloon by Young, dark green, beige leather, 14,000 miles.

1949 (April) Mark VI Bentley standard Saloon, pearl grey, blue leather, 7,000 miles.

1948 Mark VI Bentley 2-door Saloon, by Young, blue with beige leather, 25,000 miles.

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1949 (Dec.) Jaguar Mark V 3½-litre saloon, 7,000 miles	£1,895
1949 (Nov.) Jaguar Mark V 2½-litre saloon, 7,000 miles	£1,825
1949 Riley 1½-litre saloon, black and beige/green and beige hide interior, fitted Ace Rumbalishers, 12,000 miles, a most unusually attractive car	£1,375
1949 Citroën 15 h.p. saloon, black, brown leather, 16,000 miles	£985
1949 Humber Hawk saloon, 3,800 miles, leather upholstery, a new car	£1,475
1949 (Aug.) Armstrong Siddeley Typhoon, 6,000 miles, as new	£1,350
1948 Humber Hawk saloon, genuine 9,000 miles	£1,125
1947 Humber Hawk saloon, heater and H.M.V. radio, outstanding condition	£985
1947 Armstrong Siddeley Hurricane, genuine one owner car, 20,000 miles, heater and radio	£835
1946 Humber Hawk saloon, 20,000 miles	£835
1946 Humber Snipe, 18 h.p., fitted radio	£795
Riley, choice of two special series 1½-litre (£450) and 9 h.p. (£365), Riley saloon details upon request.	

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INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

- No. 15643.—1937 8 h.p. Singer
"H. J. O."—All possible information and a handbook.
- No. 15644.—1937 Wolseley Twelve d.h. Coupé
"T. H. D."—All possible information and a handbook.
- No. 15645.—1934 Singer Nine
"A. J. V."—All available information and a handbook for sports roadster.
- No. 15646.—1947-48 Standard Fourteen
"H. M. D."—General information as to performance and reliability, particularly brakes.
- No. 15647.—1934 12 h.p. Armstrong Siddeley
"A. R."—All possible information and a handbook.
- No. 15648.—1938 Frazer-Nash-B.M.W.
"J. E." (U.S.A.)—Information on special tuning and weight reduction for road racing; also a handbook for the Type 328 T.T. model.
- No. 15649.—Touring in Switzerland
"C. J. W."—Experiences and advice on summer touring and camping with a 10 h.p. car.
- No. 15650.—1935-36 Singer Nine
"M. H. B."—Information and a handbook for the Le Mans model.
- No. 15651.—1933 Wolseley Hornet
"W. J. C."—Information and advice on a general overhaul; also a handbook.
- No. 15652.—1930-32 Aston Martin
"G. K."—Hints and tips on improving maximum performance; also a handbook for the International model.
- No. 15653.—1935 2½-litre S.S.I.
"D. W. S. W."—All possible information and a handbook.
- No. 15654.—1934 Talbot 95
"R. J. G."—All possible information and a handbook.
- No. 15655.—1936 Rover Twelve
"W. F. H. L."—All possible information and a handbook.
- No. 15656.—1921-22 40 h.p. Lanchester
"R. W. S."—All possible information and a handbook.
- No. 15657.—1935 15.72 h.p. Triumph Gloria
"P. R. A. D."—All possible information, hints on maintenance, snags, and a handbook for the Monte Carlo two-seater model.
- No. 15658.—1935 Rover Ten
"L. C."—General information and a handbook.

- No. 15659.—1937 Talbot Ten
"J. R. F. S."—All possible information and a handbook.
- No. 15660.—L-type M.G. Magna
"R. A. R."—Hints and tips on maintenance, also a handbook.
- No. 15661.—1932 M.G. Magna
"J. E. C."—All possible information and experiences, also a handbook.
- No. 15662.—1938 1½-litre M.G.
"E. C. H. C."—Points to watch when purchasing secondhand; also a handbook.
- No. 15663.—1934-35 S.S.II
"G. S."—Maintenance hints and tips and a handbook.
- No. 15664.—1937 Rover Fourteen
"E. K."—All possible information and a handbook.
- No. 15665.—1937 Singer Nine
"W. N. M."—General information and a handbook for the preselector gear box model.
- No. 15666.—1933 12.9 h.p. Invicta
"R. B."—Maintenance hints and tips and a handbook.
- No. 15667.—Handbooks Required
"G. B."—1938 Vauxhall Fourteen shop manual.
"P. M. M."—1939 Series III Morris Twelve.
"G. D."—1934 Sunbeam Dawn.
"T. G. B."—1939-40 TB-type M.G. Midget.
"P. D. H."—1930 Morris Minor.
"J. D. P."—1934 12 h.p. S.S.II.
"J. C."—1937 TA-type M.G. Midget.
"A. C. D."—1934 Standard Twelve.
"W. H. L."—1936 Series II Morris Ten.
"G. H. J."—1938 Triumph Vitesse.
"J. H."—1935 B.S.A. Scout.
"F. R. C."—Riley Nine Monaco.
"S. R. D."—1934 12.9 h.p. Triumph Gloria.
"W. A. E. Q."—1937 Rover Ten.
"T. W. B."—1936 Riley Falcon.
"M. I."—1929 Austin Seven.
"R. A. S."—1939 TA-type M.G. Midget.
"J. S. A."—1937 Austin Seven Ruby.
"A. C."—1934 12 h.p. Wolseley Hornet.
"R. McM."—1936 Riley Adelphi.
"G. W. C."—1934 Type 49 Bugatti; 1939 VA-type 1½-litre M.G.
"H. H."—1940-46 Austin Ten.
"R. C. C."—1936 21 h.p. Talbot.
"J. C. B."—1928 Austin Seven.
"S. H. S."—1938 2-litre M.G.
"B. M."—1939 Morris Twelve, Series III.
"P. H."—1939 1½-litre S.S. Jaguar.
"A. D. R."—1937 Wolseley Eighteen.
"R. D."—1934 24 h.p. Renault.
"C. E. T."—1930 Riley Nine.
"S. L. C."—1933 Lanchester Ten; also spare parts list.

IN BRIEF

Mr. Arthur Cochrane, assistant managing director of the Triplex Safety Glass Co., Ltd., was Father Christmas for the sixteenth time, in Birmingham, when 400 children were entertained at Christmas parties in Triplex canteens. At Willesden, Mr. C. L. Cripps, works director, carried out the M.C.'s duties.

The death is recorded with regret of Mr. Thomas Corrie, who, with his son, founded Thomas Corrie, Ltd., in 1922. There are now branches in several parts of south-west Scotland. His son was president of the Scottish Motor Trade Association from June, 1948, until February of this year.

Gordon Cars (London), Ltd., St. Albans Lane, Golders Green, London, N.W.11, have issued what is believed to be the first illustrated car accessory catalogue produced by a motor dealer. Gordon Cars are Singer distributors and Jowett main agents.

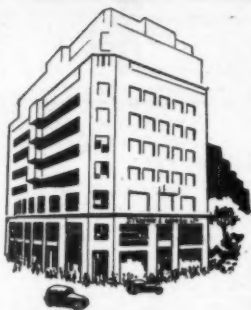
Profit of Bluemel Brothers, Ltd., Wols-ton, near Coventry, for the year ended September 30, 1950, was £46,900 (£40,200 previously). A final dividend of 12½ per cent, making 15 per cent, is the same as for the previous year. £50,300 has been taken forward (£41,900).

On the basis of one share for every five held, Brown Brothers, Ltd., Great Eastern Street, London, E.C.2, are to issue 217,920 £1 ordinary shares at 30s. It is stated that net earnings are at a level enabling the 1950 dividend to be not less than that paid for 1949.

The consolidated profit on trading, plus interest, of the Avon India Rubber Co. Ltd., Melksham, Wiltshire, is £349,091 (£291,397 previously). Net profit is £102,045. Dividends are unchanged.

The Dunlop Rubber Co., Ltd. has given £5,000 to the Motor Industry Research Association, towards the cost of establishing a high-speed test track for the British motor industry.

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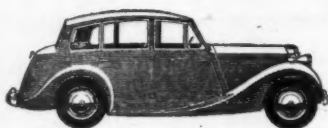
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1947 HILLMAN Minx saloon, stone	£265
1948 HILLMAN Minx saloon, black	£775
1947 HUMBER Super Suipe saloon, grey, radio	£265
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1948 KILLY 1½-litre saloon, black	£1,125
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1939 STANDARD 8 saloon, black	£225
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1949 HILLMAN Minx Phase III Saloon, 8,000 miles	£925	●	1947 SINGER 9 Tourer, 8,000 miles	£575
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1949 HUMBER Super Snipe Saloon, heater, 14,000 miles	£1,565	●	1948 STANDARD 12 Drophead Coupe, radio, 12,000 miles	£875
1949 HUMBER Hawk Saloon, radio, heater, 6,000 miles	£1,395	●	1949 STANDARD Vanguard Saloon, radio, heater, 8,000 miles	£1,035
1948 HUMBER Hawk Saloon, 10,000 miles	£1,125	●	1947 SUNBEAM TALBOT 10 Tourer, 8,000 miles	£835
1947 HUMBER Hawk Saloon, 6 months' guarantee	£850	●	1949/50 SUNBEAM TALBOT "90" Saloon, 5,000 miles	£1,395
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		●	1949/50 VAUXHALL Velox Saloon, 2,000 miles	£1,095
		●	1949 VAUXHALL Wyvern Saloon, 5,000 miles	£985
		●	1948/9 WOLSELEY Four-fifty Saloon, 18,000 miles	£1,095

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The Autocar

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

IMPORTANT NOTICE

Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

1936 A.C. Greyhound saloon, well maintained; £500.—Webb, High Cross, Crowborough, Sussex. Tel. 985. [6840]

1938 (December) A.C. drop head coupe, concealed dicey, grey, chromium, red leather, resculoured and new hood fitted, immaculate, written guarantee; £485; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. [7030]

950 gns.—A.C., April 1949, 2-litre shooting brake, 5-seater grained timber body, bronze wings and bonnet, glass all round, removable rear seats, drop tailboard, 16,500 miles, one careful owner, almost new condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [7119]

CASH immediately for good A.C.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Lancham 0012. [7031]

ALFA-ROMEO

BARTLETT—Alfa-Romeo & Fiat stock.—27a, Pembroke Villas, W.11 [3412]

Alfa-Romeo Cars Wanted

J. H. BARTLETT, 11a Alfa-Romeo Specialist, 27a, Pembroke Villas, W.11. [19407]

ROWLAND SMITH's, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. are keen buyers of late models' Faxman 0052 [1041]

Alfa-Romeo Spares and Service

THOMSON & LAYTON (BROOKLANDS), Ltd.—Spares and service for Alfa-Romeo cars.—Brooklands Track Weybridge, Byfleet 520. [10124]

ALLARD

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1949 Allard sports 2-seater, mileage 8,000, colour metallic grey, condition as new; £650.

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [1951]

BROOKLANDS.

1950 Allard sports 2-seater, maroon, red leather, speedometer reading 2,000 miles.

103 New Bond St. London, W.1. Tel. Mayfair 8351-6. [6643]

DAGENHAM MOTORS, Ltd., offer the following car:

1949 Allard sports 4-seater, maroon, 3,500 miles.

1948 Allard 4-seater drop head coupe, black/brown hide, 10,000 miles.

56 Park Lane, W.1. Regent 4866. [5932]

CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. [5633]

1949 Allard two-seater, red, 13,000 miles; £665.—Park Garage (Molesey), Ltd. Hampton Court Way Molesey Tel. 4371. [5943]

H. A. SAUNDERS, Ltd.—1949 Allard 2-str., 8,000 miles, one owner.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [16475]

1948 Allard tourer coachbuilt 4-seater, genuine 12,000 miles, finished metallic grey with red leather upholstery, 8 new tyres; £685.

1949 Allard drop head coupe, black, with blue leather upholstery and mohair hood; £825.—6 and 7 Portobello Mews, W.11. Tel. Park 9050 [6813]

1948 (August) Allard open 4-seater, fitted June, 1950 4.3 Mercury engine and transmission, unmarked condition throughout, very carefully used; £895.—Pantiles Service Garage, London Rd., Guildford 5326. [6387]

ALLARD

DAGENHAM MOTORS, Ltd., main distributors, buy and sell used Allard cars.—56, Park Lane, London, W.1. Regent 4866. [0151]

Allard Cars Wanted

WANTED—Allard, any type considered.—6, Portobello Mews, W.11. Park 9050 [5383]

BRITISH & COLONIAL MOTORS, Ltd., require good Allard cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6695]

Allard Spares and Service

ALLARD'S MOTORS, Ltd., for all Allard spares.—43-45, Acce Lane, London, S.W.2. Brixton 6431.

ALLARD MOTOR CO., Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2353.

ENCON COACHWORKS of Fulham, 9, Eatcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock; makers of Allard J.2, K.2 and tourer bodies. [0467]

BRISTOL STREET MOTORS, Ltd., 164-162, Bristol St., Birmingham B.1. Tel. Midland 5861, for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

ALVIS

1949 drop head Tickford coupe, black, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane W.C.2. Tem. 3588 [6704]

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ALVIS

BROOKLANDS, ALVIS distributors for London.

ALVIS for show, demonstration and early delivery, the new 5-litre saloon and 4-seater drop head coupe by Tickford, also sports 2-seater.

1949 Alvis 14hp 2-seater grey, grey leather, one owner, heater and radio fitted; examined and approved by makers.

1948 Alvis 14hp sports saloon grey, bedford cord upholstery, small mileage; examined and approved by makers.

1948 Alvis 14hp Tickford 4-seater drop head coupe, small mileage; examined and approved by makers.

1948 series Alvis 14hp utility exceptional condition throughout.

103 New Bond St. London, W.1. Tel. Mayfair 8351-6. [6643]

GORDON CARS (LONDON), Ltd.—1949 Alvis drop head coupe, black-red, 7,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Alvis utility, in superlative condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 5611. [6760]

£575—1938 Alvis 12-70 de luxe sal. maroon 5 very good tyres. in showroom condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chislewick Chislewick 0558-2619 [5568]

1948 Alvis saloon, maroon, interior cord and leather, 12,000 miles, most carefully maintained indistinguishable from new; £1,350. Tel. 1965.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. [7127]

1948 Alvis 14 saloon, black, radio, superb condition throughout, written guarantee; £1,150.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [4746]

ALVIS (1948) TA.14 chassis fitted with 2-door 4-seater saloon by Duncan; whole car in good condition; £1,150.—Arnold G. Wilson, Ltd., Automobile Engineers, Harrogate Rd., Leeds 7. Tel. 41014-S. [7103]

1939 Alvis 4.3-litre saloon beige body by Gurney Nutting, radio, a car for the connoisseur, in superlative condition.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [6593]

ALVIS Silver Eagle saloon, 16hp, reconditioned, new tyres, many extras costing over £200 (bills to show), magnificent car, run only 600 miles since bargain, £200.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, S.W.3. Fin. 7345. [7007]

1950 Alvis Special Sports 2-seater tourer, delivered in September fitted with heater, seat and backrest covers, spot lamp etc. mileage 1,065 miles; this super car will be sold subject to the completion of the Covenant 8 months to run; colour racing green.

A. R. HILL, Ltd. 13 Monks Rd. Lincoln, Tel. Lincoln 594. [6835]

ALTON GARAGE the Alvis people, have a comprehensive stock of Alvis models available at all times; we are pleased to receive any enquiries regarding the sale, purchase, or exchange of these cars, and can offer every facility, including immediate hire purchase and insurance.—Alton Garage, the Alvis people, 17, Brook Mews North, Craven Rd., Padd. 3952 and 4710. [6864]

£595—Alvis 12-70 sportsman's saloon, 1939, superb and much sought after model, in condition rarely encountered in a pre-war car, original black finish with red leather interior, practically without one single blemish, equally outstanding in the mechanical sense, performance will more than satisfy the most particular of Alvis enthusiasts; open to any examination or trial.

CANDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Hire purchase, part exchange, free delivery. [6996]

A SPECIAL opportunity to acquire very high-class pre-war motor car at a nominal price, 1937 Speed 25 Alvis, special Charlesworth saloon; this is indeed a very beautiful body on similar lines to a Bentley and in first-class condition; cellulosed black with deep maroon leather interior independent front suspension, 8 wheels fitted with black and chromium Ace wheel discs P 100 head lamps twin chrome spot light lamps and booters, built-in jacks, etc., this car has a wonderful performance with reasonable mpg. offered at moderate price, £550, terms, exchanges.—Birkett Motors, Ltd., 121, Barking Rd., E. Ham. Grangeview 4314. [6837]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10914]

1948-9 Alvis wanted.—G. S. Hall, 302, King St., W.6. Riverside 2661. [15243]

S. F. ERSKINE & SONS, Alvis distributors of Woking. Invite details of late models for disposal.—Woking 350. [10697]

1948-9 Alvis; please give particulars and price.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane Manchester. 19. Rus. 2874-5. [10494]

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service Works and Stores: 12, Wellesley Ave., W.6. Riv. 1413. [8361]

Alvis Spares and Service
Service and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams, Alviscar Gold, London.

ND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd.—Alvis specialists.
SHOWROOMS—18, Berkeley St., W.1. May. 6266.

SPARE parts
SERVICE—12, Wellesley Ave., W.6. Riv. 1413. [8366]

KINGSTON-ON-THAMES—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park and 94, Eden St., Kingston 2241. [1585]

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester. 19. Rus. 2874-5. [10655]

AMERICAN CARS
£10 tax! 20,000 miles; £695! A chance to obtain one of America's finest motor cars, in perfect condition.—See Cord. [16847]

WANTED, American cars, all makes, for cash.—Parade Garage, Galloway Corner, Romford, Essex. Ingrebourne 2451. [13547]

ARMSTRONG SIDDELEY

CLAND & TABOR offer:—
1946 Armstrong Hurricane coupe, Wilson gear box, like a new car, fitted radio and heater; £735. APLY Welwyn 481. [7089]

TOM GARNER, Ltd., offer:—
1948 Armstrong Siddeley Typhoon saloon, grey with blue leather, 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265. [6335]

PASS & JOYCE, Ltd., offer:—
1949 Armstrong Siddeley Hurricane drop head coupe, one owner, black, as new.—184, Gt. Portland St., W.1. Museum 1001. [5611]

S. G. SMITH (MOTORS), Ltd., offer:—
1947 Armstrong Siddeley Hurricane drop head coupe, 17,000 miles, colour black; £925; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich St., S.E.22. New Cross 4444. [6130]

COOMBS & SONS (GUILDFORD), Ltd., offer:—
1936 Armstrong Siddeley 12hp black saloon, very good condition; offers.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1333]

GUY SALMON AUTOMOBILES, Ltd., offer:—
1949 Armstrong Siddeley Typhoon, 6,000 miles; £1,350; 1946 Armstrong Siddeley Hurricane, 2,000 miles, one owner, in brand new condition, heater and radio; £835.—Portsmouth Rd., Thames Ditton, Emmerbrook 5551-2-3. [6105]

1948 Armstrong Lancaster 4-door saloon, black with brown leather, low mileage and beautifully maintained. £195.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [2925]

£750—1946 Armstrong Hurricane, 33,000 miles, black with red leather.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [1185]

£625—Armstrong special 30hp limousine, absolutely immaculate throughout, must be seen to be appreciated.—Bray Motors, 180-182, West End Lane, N.W.6. Hampstead 6490. [6634]

1937 Armstrong Siddeley 14 saloon, black, just recoloured, very carefully used and in perfect mechanical condition; £550.—Wembley Court Motors, High Rd., Wembley. Arnold 9261-2. [1771]

1949 (May) Lancaster saloon (big engine), one small owner, black, sliding head, green interior, H.M.V. radio; £1,350.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. 2642. [6566]

895 gns.—Armstrong Siddeley 1948 Hurricane four-seater drop head coupe, grey, green leather, small mileage, carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below:—

725 gns.—Armstrong Siddeley (May, 1946) Hurricane four-seater drop head coupe, light blue, fawn leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

165 gns.—Armstrong Siddeley 1936 model 17hp de luxe 4-door saloon, black, sliding head, green leather, preselector, good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6535]

£795—Armstrong Siddeley Hurricane drop head, in remarkable condition throughout, registered late '46; terms, exchanges.—Birkett Motors, Ltd., 86, Romford Rd., Forest Gate; Maryland 2534. [6572]

WALTER SCOTT, Ltd.—1937 model Armstrong 14 de luxe saloon, black, red leather, carefully used, exceptional condition; £285.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Fri. 5914. [6457]

1948 Armstrong Typhoon, black-brown leather upholstery, 11,000 miles only, perfectly maintained, condition as new; £1,050.—Roya Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Tel. Euston 2700. [7079]

R. S. CURRIE & Co. offer 1949 (May) Armstrong Siddeley 18hp 4-seater drop head coupe, black/brown leather upholstery, 16,000 miles, Armstrong maintained, one owner; £1,250.—105, Westbourne Grove, Bayswater W.2. Bayswater 0065. [1029]

BARGAIN—1947 Armstrong Siddeley Hurricane four-seater drop head coupe, manual gear change, smart grey finish as new, low mileage, spare tyre unused, privately owned and perfectly maintained; consider offers over £750.—181, Leigham Court Rd., Streatham. Tel. Tulse Hill 6756. [6951]

IMMOBILES 1938 Long 25hp, partition, widest occasional, black, exceptional throughout. Below 11 miles. Long-17hp partitioned Limousine, leather throughout, widest occasional, unbelievable condition, selection from £630. Seen: Alpe & Saunders (100 Limousines; Late Post) Providence Court, North Audley Street. Mayfair 2941. [6529]

7000 leather throughout, widest occasional, unbelievable condition, selection from £630. Seen: Alpe & Saunders (100 Limousines; Late Post) Providence Court, North Audley Street. Mayfair 2941. [6529]

ARMSTRONG SIDDELEY CARS WANTED
ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [10916]

J. R. INWARDS, Ltd., are anxious to buy Armstrong Siddeley Hurricanes.—High St., Ruslip 3033/4/5

CASH immediately for good Armstrong Siddeley.—C. H. F. Edwards, 25, Upper High St., Epsom. 9400. [7040]

ARMSTRONG MOTOR CO., Ltd., for your Armstrong Siddeley.—Tel. Sta. 9000. Seven Sisters Rd., Tottenham, N.15. [10183]

HENLYS, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7843. [10601]

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [1927]

ARMSTRONG SIDDELEY SPARES AND SERVICE
ROOT MOTORS, Ltd., offer:—
ROOT MOTORS, Ltd.,—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [10235]

ARMSTRONG SIDDELEY OWNERS
COMPLETE overhauls, service and repairs by our highly skilled and specialist mechanics; 100% service from our modern, well-equipped workshops means the most prompt and efficient Armstrong Siddeley service in the country; write, phone or call.

ROOT MOTORS, Ltd., 169, Fulham Rd., S.W.3. Tel. Kensington 7301. [10644]

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141. [10760]

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [10602]

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars; sales, spares and servicing; complete overhauls mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [1999]

BROOKLANDS
ASTON MARTIN
ASTON MARTIN distributors for London.

DETAILS of the new 2.6-litre and demonstration car available.
103 New Bond St., London, W.1. Tel. Mayfair 8351-6. [5644]

Aston Martin Cars Wanted
ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002/3.

CASH immediately for good Aston Martins.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7032]

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [10917]

ASTON MARTIN SPARES AND SERVICE
FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002/3. [1365]

ASTON SEVEN
1938 Austin 7 cabriolet, excellent condition; bargain, £225.

A. Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4723. [6731]

215 gns.—Austin 7, 1937 model, Ruby de luxe saloon, black, sliding head, brown leather, very good condition; taxed; terms, exchanges.—Rowland Smith, below:—

59 gns.—Austin 7, 1931 model, saloon, black; taxed; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6536]

£185—Austin 7 Ruby saloon 1935, finished in black, sliding head, brown leather, very good condition; taxed; terms, exchanges.—Rowland Smith, below:—

£55 or by instalments.—1929 Austin 7 saloon with 1936 engine, free 12 months' 3rd party insurance, 3 months' written guarantee; £55.—Stuart Wilton, 353, Finchley Rd., N.W.3. Hampstead 5712 and 8532. [6571]

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.8. Maids Vale 6044 (10 lines). [5133]

AUSTIN EIGHT

WARWICK WRIGHT, Ltd., offer:—
1946 Austin 8hp saloon, black, brown leather, 6,000 miles; £625.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5674]

1946 Austin 8hp sun saloon, one owner, really excellent condition; £550.

HILLINGDON MOTORS, 325-7, Long Lane, Western Av., Hillingdon. Tel. Uxbridge 412. [7045]

H. A. SAUNDERS, Ltd.—1946 Austin 8 saloon.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6480]

L. F. DOVE offer: 1946 Austin 8 de luxe saloon, in beautiful condition; £550.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6759]

1939 Austin 8 2-door saloon, resprayed metallic grey, green, recent £80 overhaul, body excellently retouched throughout; last owner, £515.

JOHN JORDAN, Sandy, Beds. Tel. 64. [6955]

GATEHOUSE offer 1947 (September) Austin 8 saloon, black, showroom condition; £610.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [5688]

1940 Austin 8 saloon, left-hand drive, in very good condition throughout; £295.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3406. [6991]

1946 (Sept.) Austin 8 saloon, genuine 14,700 miles, black, brown leather; £585.—Vanderrell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [4285]

1946 (November) Austin 8 de luxe saloon, black-brown, in exceptionally good condition throughout; £535.—Roya Automobiles, 144, 137, Parkway, Regents Park, N.W.1. Tel. Euston 2700. [7076]

NAYLOR & ROOT, Ltd.—1946 Austin 8 4-door saloon, black, brown leather, immaculate condition throughout; all trial; £495; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Bait. 5272. Open 9-6 each week-day, including Saturday. [6932]

Austin Eight Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [10952]

H. A. SAUNDERS, Ltd., require used Austin 8hp

AUSTIN HOUSE, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6983]

ROWLAND SMITH'S, the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [9717]

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southampton. Tel. 2268. [10784]

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5133]

AUSTIN TEN

ROUNDABOUT offer:—
1946 Austin 10hp saloon, one owner; £650.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [3970]

1934 Austin 10 tourer, good condition, £165.—Below.

1937 Austin 10 Cambridge saloon, good condition; £355.

1947 Austin 10 saloon, guaranteed small mileage; £685.—Barnes Garage 315, Finchley Rd., Hampstead, N.W.2. Mai. 1627. [7067]

£375—Austin 10 1940 model (new type) 4-door sunshade saloon, good condition, taxed.

ABBEY AUTOS, rear of 44-46, Chase Side, Southgate, N.14. (near Tube.) Palmers Green 4540. [6045]

1946 Austin 10 saloon, black with brown leather interior, one owner, mileage 24,000; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [6113]

£475—1939 Austin 10 de luxe saloon, black, nominal mileage, exceptional condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558-2619. [5557]

1936 Austin 10 tourer, excellent condition throughout; £235.—Jacquet, Ltd., 225-7, Hamersmith Rd., W.6. Riverside 6677-8. [6788]

1939 Austin 10 cabriolet, fair condition, mechanically good.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [6376]

1947 Austin 10, low mileage, excellent condition; £695.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5602]

525 gns.—Austin 10, Nov. 1945, de luxe 4-door saloon, dark blue, sliding head, blue leather, radio, demister, one careful owner, excellent condition; taxed; terms, exchanges.—Rowland Smith, below:—

225 gns.—Austin 10, 1935 model, 2-seater with dicker, black green leather, new hood, very good condition; taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6534]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

£395—Austin 10hp saloon de luxe 1940, four-door model with sunshine roof, modern lines and appearance, lift-up bonnet like 1947 model, original maker's cellulose (black), clean leather interior; very economical engine, new Goodyear tyres.
CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Hire purchase, part exchanges, free delivery. [6435]

Austin Ten Cars Wanted

CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953]

I REQUIRE post-war Austin 10 urgently.—21, Kirk-stall Rd., S.W.2. Tulse Hill 1288 (day). [19716]

ROWLAND SMITH'S, the Austin 10 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. [09820]

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [07985]

MAGDALEN MOTORS are cash buyers of hand-picked pre-war Austin 10 motor cars.—311, Trinity Rd., Wandsworth Common, Battersea 5575. [6460]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5840]

AUSTIN A40

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
1948 Austin A40 saloon, mileage 11,000, colour grey, beige leather interior, fitted with heater, first-class condition; £895.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [9509]

CAR MART, Ltd.

SEE advertisement on page 40. [5924]

H. A. SAUNDERS, Ltd., offer:—

1949 Austin A40 saloon, grey with beige interior, heater and radio, 5,000 miles; £365.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [6960]

DICKS CAR SALES, offer:—

1949 Austin A40 saloon, fitted radio, loose covers and heater, as new; £925.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. [6600]

PHILIP RICKARDS, Ltd., offer:—

1949 Austin A40, green-beige, 7,000 miles.
1949 Austin A40 saloon, grey-beige, 8,000 miles, perfect car, Brick St., Park Lane, London W.1. Grosvenor 4772-3. [6911]

CHARLES RICKARDS, Ltd., offer:—

1949 (Oct.) A40 Devon saloon, mist green, one owner since new, low mileage, faultless condition, choice of two; £915.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6414]

200 cars under £400 to choose from.
1949 Austin A40 Devon 4-door sun saloon, colour beige with leather upholstery to match, radio, heater, etc., 16,000 miles; £795.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044. Open till 7 p.m., six days a week. [7095]

DAENHAM MOTORS, Ltd., offer the following car:—

1949 Austin A40 saloon, beige hide, sun roof, heater, 6,000 miles.
56 Park Lane, W.1. Regent 4866. [5933]

H. A. SAUNDERS, Ltd., 1949 Austin A40 saloon, 11,000 miles, one owner, below.
H. A. SAUNDERS, Ltd., 1949 Austin A40 saloon, 24,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6483]

A40 Austin saloon, 1949, off covenant, spotless condition, black, blue leather; £895.
WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hamstead 1177. [6875]

1949 Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [2479]

1949 Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [2479]

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, blue, 17,000 miles, one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6779]

A40 4-door saloon, in blue, nominal mileage, exceptionally clean inside and out; £805.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7085]

AUSTIN A40 4-door, with grey exterior and carpets and beige upholstery, a better than usual example of this world-famous car, scrupulously maintained and regularly serviced and literally unmarked, mileage 11,600, many extras, including two de luxe de-frosters, Bosch spot lamp, Auster screens, chromium badge bar, etc., taxed to 31/12/50; a genuine bargain at £895; write or phone for appointment to view, any examination welcomed.—Mitchell, 87, Oakfield Rd., London, N.14. Tel. Palmers Green 3060. [6846]

1949 (July) Austin A40 Devon 4-door saloon, one owner, carefully kept and in first-class condition; £895.—Mole, 604 Beatty House, Dolphin Square, S.W.1. Victoria 3800. [7114]

Austin A40 Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954]

CASH buyers of low mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [07985]

ROWLAND SMITH'S the Austin 12 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. [09821]

1937—3-9 Austin 12 saloons and limousines wanted.—Motorists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5841]

AUSTIN SIXTEEN

CAR MART, Ltd., London distributors, wish to purchase Austin 16 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954]

CASH buyers of low mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [07985]

ROWLAND SMITH'S the Austin 16 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041. [09821]

1937—3-9 Austin 16 saloons and limousines wanted.—Motorists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 16s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5841]

1949 (July) Austin A40 Devon 4-door saloon, one owner, carefully kept and in first-class condition; £895.—Mole, 604 Beatty House, Dolphin Square, S.W.1. Victoria 3800. [7114]

1949 Austin A40 saloon, grey with beige interior, heater and radio, 5,000 miles; £365.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [6960]

1949 Austin A40 saloon, fitted radio, loose covers and heater, as new; £925.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. [6600]

1949 Austin A40, green-beige, 7,000 miles.
1949 Austin A40 saloon, grey-beige, 8,000 miles, perfect car, Brick St., Park Lane, London W.1. Grosvenor 4772-3. [6911]

1949 (Oct.) A40 Devon saloon, mist green, one owner since new, low mileage, faultless condition, choice of two; £915.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6414]

200 cars under £400 to choose from.
1949 Austin A40 Devon 4-door sun saloon, colour beige with leather upholstery to match, radio, heater, etc., 16,000 miles; £795.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044. Open till 7 p.m., six days a week. [7095]

1949 Austin A40 saloon, beige hide, sun roof, heater, 6,000 miles.
56 Park Lane, W.1. Regent 4866. [5933]

H. A. SAUNDERS, Ltd., 1949 Austin A40 saloon, 11,000 miles, one owner, below.
H. A. SAUNDERS, Ltd., 1949 Austin A40 saloon, 24,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6483]

A40 Austin saloon, 1949, off covenant, spotless condition, black, blue leather; £895.
WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hamstead 1177. [6875]

1949 Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [2479]

1949 Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [2479]

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, blue, 17,000 miles, one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6779]

A40 4-door saloon, in blue, nominal mileage, exceptionally clean inside and out; £805.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7085]

AUSTIN A40 4-door, with grey exterior and carpets and beige upholstery, a better than usual example of this world-famous car, scrupulously maintained and regularly serviced and literally unmarked, mileage 11,600, many extras, including two de luxe de-frosters, Bosch spot lamp, Auster screens, chromium badge bar, etc., taxed to 31/12/50; a genuine bargain at £895; write or phone for appointment to view, any examination welcomed.—Mitchell, 87, Oakfield Rd., London, N.14. Tel. Palmers Green 3060. [6846]

1949 (July) Austin A40 Devon 4-door saloon, one owner, carefully kept and in first-class condition; £895.—Mole, 604 Beatty House, Dolphin Square, S.W.1. Victoria 3800. [7114]

1949 Austin A40 saloon, grey with beige interior, heater and radio, 5,000 miles; £365.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [6960]

1949 Austin A40 saloon, fitted radio, loose covers and heater, as new; £925.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9. [6600]

1949 Austin A40, green-beige, 7,000 miles.
1949 Austin A40 saloon, grey-beige, 8,000 miles, perfect car, Brick St., Park Lane, London W.1. Grosvenor 4772-3. [6911]

1949 (Oct.) A40 Devon saloon, mist green, one owner since new, low mileage, faultless condition, choice of two; £915.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6414]

200 cars under £400 to choose from.
1949 Austin A40 Devon 4-door sun saloon, colour beige with leather upholstery to match, radio, heater, etc., 16,000 miles; £795.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044. Open till 7 p.m., six days a week. [7095]

1949 Austin A40 saloon, beige hide, sun roof, heater, 6,000 miles.
56 Park Lane, W.1. Regent 4866. [5933]

H. A. SAUNDERS, Ltd., 1949 Austin A40 saloon, 11,000 miles, one owner, below.
H. A. SAUNDERS, Ltd., 1949 Austin A40 saloon, 24,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6483]

A40 Austin saloon, 1949, off covenant, spotless condition, black, blue leather; £895.
WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hamstead 1177. [6875]

1949 Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [2479]

1949 Austin A40 Devon 4-door saloon, 4,000 miles only, one owner, as new throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [2479]

GORDON CARS (LONDON), Ltd.—1949 Austin A40 saloon, blue, 17,000 miles, one owner.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6779]

A40 4-door saloon, in blue, nominal mileage, exceptionally clean inside and out; £805.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7085]

AUSTIN A40 4-door, with grey exterior and carpets and beige upholstery, a better than usual example of this world-famous car, scrupulously maintained and regularly serviced and literally unmarked, mileage 11,600, many extras, including two de luxe de-frosters, Bosch spot lamp, Auster screens, chromium badge bar, etc., taxed to 31/12/50; a genuine bargain at £895; write or phone for appointment to view, any examination welcomed.—Mitchell, 87, Oakfield Rd., London, N.14. Tel. Palmers Green 3060. [6846]

AUSTIN SIXTEEN

H. A. SAUNDERS, Ltd., offer:—

1949 Austin 16 saloon, black with brown leather upholstery, 14,000 miles; £1,625.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [6960]

TOM GARNER, Ltd., offer:—

1948 Austin 16hp S.R. saloon, black with brown leather throughout, 8,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. [6337]

CHARLES RICKARDS, Ltd., offer:—

1948 (Dec.) Austin 16hp de luxe saloon, black with brown leather, built-in radio and heater, one owner since new, genuine mileage 17,344, choice of two; £935.
56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6412]

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1949 Austin 16hp de luxe saloon, black, brown leather upholstery, coachwork, mechanical condition and tyres excellent, moderate mileage, one owner, taxed; £925.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [6714]

1948 Austin 16 saloon, 12,000 miles, black with brown leather, one owner; £925.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia 2234. [3564]

1948 Austin 16hp saloon, black, brown leather interior, excellent condition throughout; £825.
WALTON-ON-THAMES MOTOR CO., Ltd., Walton 200. [7074]

1948 Austin 16 saloon, sun roof, black, 10,000 miles, one owner, radio, heater, taxed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5206]

1949 Series Austin 16 saloon, radio and heater.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [6503]

1948 Austin 16 sunshine saloon, radio, practically new.—Lionel H. Pugh, 13-14, Brooks Mews, W.1. Mayfair 4433. [5205]

1948 16hp Austin saloon in new condition, mileage 10,000, radio; £925.—Vidler, 43, Crawford St., W.1. Pad. 4915. [5537]

H. A. SAUNDERS, Ltd.—1947 Austin 16 saloon, 18,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6474]

£425—1939 Austin 16 drop head saloon, recent reconditioned engine and clutch, one owner, excellent condition.—Belov.
£135—1935 Austin 16 4-door de luxe saloon, excellent runner, fitted radio, taxed; bargain.
 Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. [6635]

1938 Austin 16 drop head fourseater coupe, guaranteed; £280; payments.—Oldfield, 4, Russell Gdns, Kensington. Park 7760. [7022]

1936 Austin 16 limousine, one owner since new and in really excellent condition throughout; £325; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mounthorpe 5224 and 5774. [6630]

1930 Austin 16 saloon, one owner, 5 new tyres, very clean car; £295.—Roya Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Tel. Euston 2700. [7080]

1946 Austin 16hp saloon, black, brown leather, one owner; £685.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [547]

AUSTIN 16hp 1935-6 4-seater, excellent condition, recently overhauled, taxed and insured; £135.
 Brevet Flying Club, 11, Chesterfield St., Mayfair, W.1. Gro. 1353. [6896]

WALTER SCOTT, Ltd.—1936 16hp Austin Hertford saloon, black brown hide, as new throughout; £295; terms, exchanges.—39, College Crescent, N.W.3. Primrose 5914. [3964]

1948 Austin 16 4-door saloon, black with brown hide upholstery, one owner; accept £825.—Jack Rose, Ltd., Stafford Rd., Wallington Surrey. Wallington 6677-8. [9274]

1946 Austin 16 saloon, blue with blue leather, one owner; £685.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [547]

AUSTIN 16 saloon, 1947, black-brown leather upholstery, fitted heater, was unregistered for 18 months, 16,000 miles, immaculate condition throughout, only needs seeing; £245.—Tel. Edgware 7269. [6907]

1934 Austin 16 heavy saloon, blue and black with blue upholstery, in very good mechanical condition; the bodywork has been well preserved; £160.—Tankard & Smith Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5668]

1948 Austin 16 de luxe saloon, 10,000 miles only, direct from original private owner, fitted Fye radio and heater, all tyres almost new, absolutely immaculate, taxed December; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [4448]

£425—Austin 16hp Chalfont limousine, with division and face-forward seats; 1936 model but not registered until July, 1938, and unused from 1940-1945, total authenticated mileage 29,700, but by the car's appearance could easily be judged to be much less, cellulose, upholstery and mats and hood lining entirely original, one of the most outstanding Chalfonts we have ever seen.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. C. Tel. 2041 (5 lines). Nearly 400 cars actually in stock; write for post-free catalogue; hire purchase; part exchanges; free delivery. [6436]

1948 Austin 16 de luxe saloon, 10,000 miles only, direct from original private owner, fitted Fye radio and heater, all tyres almost new, absolutely immaculate, taxed December; trade enquiries welcomed.
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CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. C. Tel. 2041 (5 lines). Nearly 400 cars actually in stock; write for post-free catalogue; hire purchase; part exchanges; free delivery. [6436]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

850 gns.—Austin 16, June 1948, de luxe 4-door saloon, black, sliding head, brown leather, Jackalls, heater, carefully used, exceptional condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6535]

Austin Sixteen Cars Wanted

THE CAR MART, Ltd.,
AUSTIN cars
REQUIRED immediately.
MAKE your enquiries to
AUSTIN House, 297, Euston Road, London, N.W.1.
TELEPHONE: Euston 1212. [0955]

CASH buyers of low mileage Austin 16s; distance no object.—Huttons, Lord St., Southport, Tel. 2268.
POST-WAR Austin 16 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulsa Hill 4488. [0856]

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0922]

BRITISH & COLONIAL MOTORS, Ltd., require good Austin 16 cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [0699]

AUSTIN 16 cars wanted.—Motocists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6393]

AUSTIN A70 & A90

THE CAR MART, Ltd.,
SEE advertisement on page 40. [5925]

H. A. SAUNDERS, Ltd., offer:—
1949 Austin A70 saloon, grey with grey leather upholstery, 7,000 miles; £1,245.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [6914]

MANN EGERTON & Co., Ltd., offer:—
1949 Austin A70 saloon, black, radio, heater, rim bellishers, etc., small mileage, immaculate condition.
14, Berkeley St., London, W.1. Regent 2073. [6426]

MEBES & MEBES, Ltd. (Est. 1893), offer:—
1949 (Oct.) Austin A70 de luxe saloon, green, fawn leather upholstery, genuine 4,000 miles since new, practically new condition, taxed; £1,275.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [6715]

1949 Austin A70, 9,000 miles, one owner, green, sun roof, radio, heater, taxed December.
MOTOCISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5206]

1949 Austin A70 de luxe saloon, 9,000 miles only, as new throughout; trade enquiries welcomed.
MOTOCISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5207]

1949 Austin A70 saloon, unquestionable condition. Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. [6501]

1949 (July) Austin A70 saloon, 6,000 miles, radio, grey, as new; £1,175.—Alley & Bernard, Ltd., 372, Kings Rd., Chelsea, S.W.3. Pla. 7345. [7008]

1600 miles, October 1949 Austin A70 saloon, positively as new; £1,225; trade enquiries welcomed.—O. S. Hall, 302, King St., W.6. Riverside 2691. [6402]

1949 Austin A90 Atlantic convertible coupe, red, beige leather, radio and heater, 5,000 miles only.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [6334]

1949—50 Austin A90 convertible coupe, red, electric hood, radio, very moderate mileage; £1,325.—Chapman, S. Laurel Bank, East Kewick, Leeds. Tel. Collingham Br. 3094. [6681]

1949 Austin A70, 10,000 miles, one owner, grey, grey leather upholstery, loose covers, heater, immaculate condition throughout; £1,195 or nearest.—846, Alum Rock Rd., Birmingham, East 2435. [6845]

Austin A70 and A90 Cars Wanted

H. A. SAUNDERS, Ltd., require used Austin A70 saloons.
AUSTIN House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6964]

AUSTIN EIGHTEEN

1938 18hp Windsor 7-seater saloon, face forward occ seats blue, leather, throughout, genuinely one private owner; £795.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbrooke 3155. [5560]

295 gns.—Austin 18, 1936, York 7-seater saloon, black, sliding head, blue leather, face-forward occasional, good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6539]

A&S Offer quality carriages (not cheap and doubtful variety), inspection invited.—LIMOUSINES also seven-seater saloons, 1937/38/39, really excellent condition, leather, black.
HEARSE, 1938 Deft 7 5in, streamlined, seating 4-bearers, 1950 streamlined coachwork, lavishly equipped, ready service, reasonable cost, Seen—Alpe & Saunders (100 limousines; list posted), Providence Court, North Audley St., Mayfair 2941. [6525]

Austin Eighteen Cars Wanted

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924]

Austin Eighteen Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956]

MODERN 7-passenger required, good order essential, cash waiting.—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941. [6515]

AUSTIN TWENTY

LIMOUSINES, 1936/37/38 Mayfairs, partition, widest occasional, leather, black, exceptional selection. Seen—Alpe & Saunders, Providence Court, North Audley St., Mayfair 2941. [6526]

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925]

7-SEATER Limousines 1937/1939—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [1210]

AUSTIN A125 and A135

BROOKLANDS.
1949 Austin Sheerline, grey, grey leather, fitted loose covers, radio and heater, small mileage, immaculate throughout.
103 New Bond St., London, W.1. Tel. Mayfair 8351-6. [6645]

THE CAR MART, Ltd.

SEE advertisement on page 40. [5926]

H. A. SAUNDERS, Ltd., offer:—

1949 Austin Sheerline saloon, black with beige leather upholstery, radio, heater, automatic locking system, etc., 6,000 miles; £1,795.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100yds north of Tally Ho! Corner), Hillside 0024. [6916]

PHILIP RICKARDS, Ltd., offer:—

1949 Austin Sheerline, grey-grey, 6,000 miles, unblemished.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [6912]

H. A. SAUNDERS, Ltd., 1949 Sheerline saloon, radio, etc., 9,000 miles.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6475]

GORDON CARS (LONDON), Ltd.—1949 Austin Sheerline saloon, grey, 11,000 miles, owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6778]

1949 Austin Sheerline, black, biscuit upholstery, radio, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6707]

1949 (July) Austin Sheerline saloon, gunmetal grey, low mileage, as new throughout, exceptional value; £1,625.—Wemyss Court Motors, High Rd., Wemyss, Arnold 5221-2. [1773]

Austin A125 and A135 Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0956]

BRITISH & COLONIAL MOTORS, Ltd., require good Austin Sheerline cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6706]

AUSTIN TWENTY-EIGHT

LIMOUSINE, 28hp Ranelagh, partition, widest occasional, 23,000 miles, black, exceptional opportunity, reasonable. Seen.—Alpe & Saunders (100 limousines; list posted), Providence Court, North Audley St., Mayfair 2941. [6527]

£795—August 1939 Austin Ranelagh limousine, beautifully finished black and chrome, sumptuous interior furnishings in finest quality materials, widest face forward occasional and division; this car has never been licensed hackney and in consequence the mileage is immeasurably less than similar models used extensively for hire. Very low mileage, excellent mechanical order leaves nothing whatsoever to be desired, tyres are all practically brand new and the whole car is fully guaranteed in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Ten other Austin limousines and twenty-six limousines and 7-seaters of other makes in stock, together with nearly 400 cars for the private motorist. Write for free catalogue. Hire purchase, part exchange, free delivery. [6439]

AUSTIN MISCELLANEOUS

CAMDEN MOTORS—Austin 18hp Chalfont 7-passenger limousine 1937, in exceptionally clean condition throughout, original dark blue cellulose, very well maintained, leather upholstery to match, face-forward seats apparently very rarely used, mechanical condition definitely above average for the year; £495.

CAMDEN MOTORS—Austin 18hp Gordon Royal C limousine 1934, in quite good condition for the year, with face-forward seats and division, leather upholstery front and rear, good luggage accommodation in rear boot, most out-standingly mechanical order, suitable for the very best type of private hire work, weddings or funerals; offered at the amazingly low figure of £795.

CAMDEN MOTORS—Austin 18hp enclosed limousine 1935-9, one owner, whole car in original condition throughout, exceptional mechanical order, extensive servicing carried out recently by Austin distributors, new Dunlop tyres, face-forward occasional, division, leather upholstery throughout; £695.

CAMDEN MOTORS—Austin Ranelagh 8-seater enclosed limousine (September, 1939), a one-owner car since new, actual original log book, taxed privately and at no time used for Hackney or any other similar work, very moderate mileage, beautiful black and chrome finish, widest face-forward occasional seats, division, vast luggage accommodation in rear boot, most out-standingly mechanical order, suitable for the very best type of private hire work, weddings or funerals; offered at the amazingly low figure of £795.

CAMDEN MOTORS for limousines.—Austin 10, others in stock, together with 26 limousines of other makes and nearly 400 cars for the private motorist; write for post-free catalogue; easy and confidential hire purchase facilities; part exchanges; purchasers' fares refunded in full from any part of the country; free delivery anywhere in the United Kingdom; 2000 hours open till 8 p.m. Mondays to Saturdays. [6999]

AUSTIN MISCELLANEOUS

REGIONAL DISTRIBUTORS.

WRITE for details and location of cars to
SALES Dept.: 45, South Audley St., London, W.1.

TANKARD & SMITH, Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—190, King's Rd., S.W.3. Tel. Flax. 4801-3. [0374]

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926]

C. G. NORMAN & Co.

AUTHORIZED Austin retailers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.
LL models Austin urgently required.

MANOR CIRCUS MOTORS, Ltd., Beacon Service Station, Lower Mortlake Rd., Richmond, Tel. Richmond 4004. [6567]

AUSTINS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0822]

CASH immediately for good Austin.—H. F. Edwards, 154, Gt. Richmond St., W.1. Langham 0012. [7035]

RAWLINGS Bros., Ltd., 87a, Cromwell Rd., S.W.7. Frobiisher 8161, are buyers, all types post-war Austins. [0416]

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins. Tel. Weybridge 235. [0541]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812]

APPROACH us first before disposing of your Austin car.—Tankard & Smith, Ltd., 194-196, King's Rd., S.W.3. Flaxman 4801-2-3. [7051]

WE are cash buyers of all Austin post-war models.—The Warren Motor Co., 353-355, Euston Rd., London, N.W.1. Euston 7731. [6882]

1938 Austin 10 or 12 required, must be clean run and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0313]

Austin Spares and Service

NORMAND, Ltd.
THE best service ensures a longer car life.
BRING your car to 405-9, King St., W.6. Riv. 3665. [0232]

THE CAR MART, Ltd.,
LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [6460]

C. G. NORMAN & Co.
AUTHORIZED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

FOR Austin mudguards, running boards, 1931-39.—Brooks, 5 and 6 Frederick Place, Brighton, Brighton 1147. [0552]

REPAIRS! New pattern gears (7, 10hp, etc.); recon. clutch, gear boxes; trade discount.—Pri. 2647, 10, Winchester Mews, N.W.3. [0139]

AUSTIN 7 spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 45-47, Newington Causeway, S.E.1. Hop 2832, 2830.

BROCKHURST GARAGE—Harrow agents for Austin; sales, service, spares, reconitioned units.—Uxbridge Rd., Harrow, Wends. Middlesex. Tel. Grimsbyke 561. [6203]

AUSTIN 7 owners.—Take advantage of our comprehensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [0285]

AUSTIN spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414]

PRYNN & STEVENS, Ltd., the South London Austin depot full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acra Lane, S.W.2. Brixton 1155. [0184]

AUTOVIA

£635—Magnificent Autovia 5-str. de luxe saloon, manufactured by Riley Motor Co. at cost of £1,000, one fanatically fastidious owner who has only run a total of 36,000 miles since new and has maintained the car in superb mechanical order, beautiful interior crocodile leather upholstery literally unmarked, carpets and headlining in original luxurious condition, cellulose exterior unblemished and all chrome work magnificent superb appearance enhanced by twin chrome spear lights, twin chrome trumpet horns and twin spare wheels in covers; mere words cannot do justice to this very lovely and elegant motor car, which, although manufactured in 1937, looks and runs like a £3,000 post-war product.

NORTHERN MOTORS OF HARROW, 186/194, Pinner Rd., Harrow. Harrow 4444/4694. [6596]

BENTLEY (3½ & 4½-litre)

JACK BARCLAY, LIMITED.
LARGEST Official Retailers of Rolls-Royce and Bentley. Stock list of used models on request to St. George St., Harrow Sq., London, W.1. [0067]

12-13, Tel. Mayfair 7444. [0067]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½ & 4½-litre)

H R. OWEN, Ltd.,
17 Berkeley St.,
G GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
P PROUD members of the Swain Group.
A NATIONAL motoring organisation.

1938 Bentley 4½-litre Owen sedans coupe, by Gurney Nutting, grey with black hood, and grey hide upholstery, this car is fitted with s/m. spare with cover, and the rear half of the hood is fixed.—H.5208.

1939 Bentley 4½-litre F.H. coupe (S.R.) by Gurney Nutting, colour dark metallic grey with beige leather upholstery, this car is fitted with a radio, heater, de-mister, and bumpers with overriders front and rear.—H.5804.

1947 Bentley Mark VI 2-door razor edge sports saloon, by James Young, colour grey with grey-blue hide, this car is fitted with an H.M.V. radio and picnic tables.—H.2032.

1948 Bentley Mark VI standard steel saloon (S.R.), by Bentley Motors, colour black with brown hide upholstery, this car is fitted with radio, heater, de-mister and bumpers to front and rear with overriders.—H.5859.

A ALL cars carry our unique six months' guarantee: please phone or write for details to:—
H R. OWEN, Ltd.,
17 Berkeley St.,
L LONDON, W.1.
T TEL. Mayfair 9060. (6610)

F FOX.
1948 Hooper drop head coupe on Bentley Mark VI chassis, black with brown leather, very low mileage, £4,400.
A FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., W.1. Tel. No. Regent 7687.

F FOX.
R RIPPON.
R RIPPON.
R RIPPON BROS., Ltd.,
N NORTHERN Bentley Specialists.

1947 Mark VI Standard steel saloon, Tudor grey with blue leather.
1937 4½-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.
1935 3½-litre 4-door sports saloon by Park Ward.

F FOR further particulars contact the largest Bentley distributors.
R RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. (10906)

J JACK OLDING of Mayfair.
O OFFICIAL Rolls-Royce and Bentley retailers.
O OFFER:—
1949 (Oct.) Mark VI Bentley standard saloon, pearl grey with blue leather, 26,000 miles, immaculate.
1949 (April) 4-door Mark VI Bentley saloon, by Young, dark green, beige leather, 14,000 miles.
1949 (April) Mark VI Bentley standard saloon, pearl grey, blue leather, 7,000 miles.
1948 Mark VI Bentley 2-door saloon, by Young, blue with beige leather, 25,000 miles.
1936 (Aug.) 4½-litre Vanden Plas Bentley pillar-less saloon, black with grey leather, 68,000.
1936 (Oct.) 4½-litre Bentley saloon, by Mann Egerton, metallic blue with blue leather, 62,000.

D DELIVERY of new and used cars quoted on application.
A AUDLEY House,
N NORTH Audley St., W.1. Mayfair 5242. (6586)

A CLAND & TABOR offer:—
1934 3½ Bentley Park Ward saloon, engine overhauled by makers, fitted radio; £375.
A PFLY Welwyn 481. (7092)

H HAROLD RADFORD & Co., Ltd.,
I INVITE you to call and inspect their unique selection of Bentley cars.
H HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines).
R RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,
O OFFER the following:—
1938 Bentley 4½ L.S. series, 45,000 miles, radio, any trial or examination.—47, Sloane St. S.W.1. Tel. Sloane 9288. (6552)

L LARGE stock of 3½-4½ Bentley cars for disposal.
H R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). (10096)

C CHARLES FOLLETT, Ltd., accredited Bentley and Rolls-Royce retailers and repairers, offer:—
1949 Bentley Mk. VI standard steel saloon, two-tone grey, 16,000 miles, superb throughout; £4,500.
18 Berkeley St., W.1. May. 6366.
S SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. (6886)

44 4½-litre Bentley Vanden Plas saloon, £586 spent with makers (bill shown), first registered August 1936.—Lawton-Goodman, 36, North Audley St., W.1. (3551)

BENTLEY (3½ & 4½-litre)
1936 Rolls-Bentley by Hooper fourseats d.h. coupe, one owner, new condition; any trial.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. (1735)

1938 Bentley 4½ saloon, Park Ward body, perfect throughout; £1,765.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (6418)

1934 (Aug.) Bentley 3½-litre saloon, body by H. J. Mulliner, black, grey leather, chassis No. B 89 BL, history available, new tyres, magnificent condition, now on view.
M McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1908. Tel. Wallington 3404. (6234)

1949 Bentley Mark VI H. J. Mulliner streamlined sports saloon, cost £6,200; 20,000 miles; £4,950.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. (5613)

C CENTRAL GARAGE, CROYDON.—1934 Bentley 3½-litre drop head fourseats coupe by Park Ward, finished dark blue, upholstery to match, excellent order; £895.—Central Garage, Tel. Croydon 7464. (5701)

1937 4½-litre Bentley 4-door sports saloon by Hooper, black, pie skin upholstery, 67,000 miles overhauled by Rolls-Royce at 54,000 miles; £2,000.—R. F. Fuzale, Ltd., Bushey Heath, Herts. Tel. 1685. (5534)

1938 Bentley 4½ Park Ward saloon, black, grey hide, Ace discs, just completed 2400 makers' overhaul, whole car in superb unmarked condition; exchanges, terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Tel. Southbourne 1022. (6865)

1948 Bentley H. J. Mulliner sports sal., black with brown upholst., mileage 10,000, cond. as new, £5,250; 1937 4½-litre Bentley 2-door coupe, Barker body, colour black, brown upholst., £1,750.—W. Watson & Co. (Liverpool), Ltd., 35-37, Bold St., Liverpool. 1. Tel. Royal 7080. (6904)

A GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

BENTLEY (other than 3½ & 4½-litre)
C CENTRAL GARAGE, Croydon, offer 1930 Bentley Speed 6 4-door sports saloon by Hoyte, speedometer reading 29,000, one owner, amazing condition.—Central Garage, Tel. Croydon 7464. (5202)

Bentley Cars Wanted
S OUR demand is urgent.
O OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. (0515)

C THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. (0956)

B BENTLEY
C CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.
S MEAD (SALES), Ltd., 48, Queen St., Maidenhead Rd. Tel. 2642. (5921)

J MARSHALL.
W ANTED, Bentley 3½- and 4½-litres, all types of coachwork, any condition; immediate cash settlement.
J MARSHALL, 869, St Albans Rd., Watford. Tel. 0497. (4997)

R ROWLAND SMITH'S the Bentley buyers.—Hamstead High St. (Hamstead Tube) Ham. 6041

Bentley Cars Wanted
M ANN EGERTON & Co., Ltd. (founded 1899), wish to purchase Bentley Mark VI models immediately.
14 Berkeley St., London, W.1. Regent 2073. (6424)

G GOOD low mileage '48 and '49 Bentley cars wanted.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. (5063)

W E are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. (1661)

P RE-WAR Bentley saloons required in good condition.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (6464)

R IFFON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). (0807)

J ACK OLDING, Ltd., 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. (0813)

P OST-WAR or immaculate pre-war Bentley wanted.—Full particulars to Low Pelf Motor Co., Ltd., East Car Centre, 685-691, Durham Rd., Gateshead-on-Tyne. Write or phone 75532. (4586)

C HARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Wellesley Ave., W.6. Riv. 1413. (5865)

Bentley Spares and Service
J ACK BARCLAY, Ltd.,
L ARGEST official retailers and repairers of Bentley cars servicing or complete overhauls, mechanical or electrical. Large stocks of spares for all types.
W ORKS.—Lombard Rd., Morden, S.W.19. Liberty 7222 (8 lines). (0634)

W M. COOPER, Ltd., Catherine St., St. Albans 4343.
S PARES and service.—The only officially appointed Bentley special retailers and repairers in the county of Hertfordshire. (0622)

C HARLES FOLLETT, Ltd.—Officially appointed re-sellers and repairers.
S HOWROOMS.—18, Berkeley St., W.1. May. 6266.
S PARE parts
S SERVICE.—12, Wellesley Ave., W.6. Riv. 1413. (0367)

H A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5 Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3966. (0447)

C ASH immediately for good B.M.W.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (7088)

BOND MINICAR
F OR sale: 1950 Bond Minicar, 122cc, mileage 266, £225; no offers.—Thomas, South St., Wells. (5895)

122 cc, Feb 1950, 1,600 miles only, subject remainder 12 mths. covenant; £210.—Lake, Puffins Wood, Oxted. (7071)

B RISTOL
U M Ltd.
U NIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.
U NIVERSITY MOTORS Ltd., Stratton House, 80, Piccadilly, W.1. Gro. 4141. (0166)

A CLAND & TABOR Ltd., offer:—
1948 Bristol 400 saloon, very low mileage, works maintained and in beautiful condition; £1,895.
A PFLY Welwyn 481. (7090)

K EVILL, DAVIES & MARCH, Ltd.,
O FFICIAL Bristol retailers.
41 —42, Hay's Mews, Berkeley Sq., W.1. Gro. 2543. (0296)

K EVILL-DAVIES & MARCH, Ltd., offer:—
B RISTOL 1949 400 saloon, finished in opalescent green, fitted radio, heater, and all latest modifications, 15,000 miles, as new.
B RISTOL 1948 400, left-hand drive, black, fitted radio and heater, in excellent condition.
41 —42, Hay's Mews, Berkeley Sq., W.1. Tel. Grosvenor 2543. (7115)

A F. N., Ltd., (Bristol joint distributors) always have a selection of used Bristol cars for sale.
F ALCON Works, London Rd. Isleworth Tel. Hounslow 0011. (4801)

C HARLES CRICKSHANK MOTORS, The Centre, Bristol, Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. (0490)

A NTHONY CROOK.—Bristol all models including type 401 4-5-seater on view, a so Bristol type 400 saloon; used models available including 1950 type 400, one owner, B.M.T.A. consent to sell, written guarantee; the advantages of dealing with leading distributors will be obvious.—Town End Caterham Hill, Surrey. Tel. 2232-3. (5876)

Bristol Cars Wanted
J H. BARTLETT the Bristol buyers.—27a Pembridge Villas, W.11. Bayswater 0533. (8345)

A F. N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works London Rd. Isleworth, Middlesex. (4380)

S EVERAL used Bristol cars wanted immediate cash settlement for genuine cars able to pass through vigorous but fair tests as to condition by our Service department.—Anthony Crook Motors Ltd., leading distributors of Bristol Cars Caterham Hill Surrey Tel. Caterham 2232/2233. (6797)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

295 ens.—B.S.A. Scout, 1937 (reg. June 1938) 10hp Series 4 sports 4-seater, dark blue, blue leather carefully used, excellent condition, taxed; terms, exchange.—Rowland Smith, below.

265 sports coupe, black sliding head, green leather, good tyres, very good condition, taxed; terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

B.S.A. Scout sports 4-seater, first reg. Sept., 1937, red paintwork with maroon leather upholstery, in good hood and sidescreens; £215 cash or £70 deposit; balance payable over 10 months.—C. & S. Motors, Ltd., Dudden

165 ens.—B.S.A. 1934, 10hp de luxe 4-door saloon, blue and black sliding head, blue leather, pre-selector, excellent condition, terms, exchange; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

B.S.A. Cars Wanted

R ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s and have unlimited cash available.—Carterbury Rd., Kilburn, N.W.6. Macaulay Vale 6044 (10 lines).

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7753.

SPARE parts for 10hp and 12 1/2 fluid flywheel models.—Allens, Victoria Place, Clapham, S.W.4. Macaulay 4199 and 6253-3.

BUGATTI

TYPE 55, 2.3 a/c 2-str. in two tones grey, very carefully used, ex-Joe Fry; £355.

TYPE 59, 3.5 a/c 2-str. sports Grand Prix car, ex-Hon. Brian Lewis; offers.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122.

1939 Bugatti Type 57 3.3-litre, fitted with very beautiful and luxurious 4-door pillarless sports saloon by Gangloff of Colmar, finished in black with gold line, with soft furniture hide upholstery to match; mechanically almost reproach two owners since new, speedometer reading 34,181, which from the superlative condition is believed to be quite genuine, fitted hydraulic brakes, capable of speeds in excess of 90 m.p.h. coupled with absolute comfort and perfect road holding, many extras; £1,250; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Fickman 4901/2/3.

Bugatti Spares and Service

J. LEMON BURTON, Bugatti Service, 55, Netherwood St., N.W.5. Maids Vale 1331.

BUICK

1800 miles only.—1948 (Dec.) Buick type 51 four-door saloon virtually a new car, black, grey cloth, and fitted with nylon seat covers; price £3,250. A PLY Welynn 461.

SIMPSON'S MOTORS, offer:—

1937 Buick phaeton drop head: £350.

SIMPSON'S MOTORS (WEMBLEY), Ltd., (American Car Specialists), Wembley. 3903.

JOE THOMPSON (MOTORS) Ltd., offers:—

1948 Buick 51 super saloon, right-hand drive, colour black, fitted radio, very low mileage; £2,800.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michellins). Ken. 4858.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1937 Buick 7-passenger limousine, mileage 33,000, condition as new: £200.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9.

1937 Buick Viceroy saloon, radio, excellent.—W.1.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., E.1. Euston 3268.

CAMDEN MOTORS—Buick 51hp Carlton four-door drophead coupe 1937, finished in metallic maroon with leather upholstery to match, brand new mohair hood, a handsome and very impressive looking drophead in very good order throughout, numerous extras include push-button radio, Clayton heater, twin Note, outstanding opportunity at £295.

CAMDEN MOTORS—Buick 31hp Viceroy saloon, Series C.O. 1937, full six-seater with large external boot, very clean condition, finished black, fawn grained leather, one private owner to 1945, one only since, excellent mechanical order: £395.

CAMDEN MOTORS—31hp Viceroy saloon 1938/9, dark blue coachwork with grey leather interior, very moderate mileage, laid-up war period whilst owner served abroad, recent engine and suspension overhaul, new road springs and S/A's, six nearly new Dunlop 90s; £495.

CAMDEN MOTORS—Buick 31hp Special Viceroy saloon, June 1940, one of the most magnificent pre-war Buicks to grace our showrooms, late property of director of London Multiple Stores, chauffeur driven and maintained right from new, immaculate dark blue chrome coachwork with leather upholstery to match in similar condition, moderate mileage, every luxury including push button radio, heater, etc., must be seen and driven to appreciate all its outstanding qualities: £275.

CAMDEN MOTORS, Buick, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines), 8 other Buicks and 40 other American cars together with nearly 400 cars of other makes actually ready for inspection and immediate purchase, write for post-free catalogue; hire purchase, part exchanges; free delivery; fares refunded to purchasers from any part of the country. (7000

LIMOUSINE 1937 partitioned Pullman, widest occasional, black, delightful condition. Also

LIMOUSINE 1938 Pullman, partitioned, widest occasional, black, immaculate. £935.—Alpe & Saunders (100 Limousines, Lists posted) Providence Court, North Audley St. Mayfair 2941.

BUICK

LIMOUSINES—Roomy 8-seaters, not ex-hire, from £450.—Lawton-Goodman, 135, Crickwell Road, W.2. N.W.2. Gladstone 2226.

CASH immediately for good Buick.—H. F. Edwards, 28, Upper High St., Epsom, 3400.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick. Wembley 3903.

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747) urgently desire to purchase modern American cars.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121.

7-SEATERS privately owned modern Limousines required, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941.

Buick spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd, Buick Works Old Oak Lane, Willesden Junction N.W.10. Tel. Elgar 7911.

CADILLAC

1939 Cadillac, 32,000 miles, as new, colour black: £985.—Clayton's Cars (London), Ltd., 337, Euston Rd. London, N.W.1. Tel. Euston 5228 (5 lines).

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac. Wembley 3903.

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747) urgently desire to purchase modern American cars.

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121.

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd, Buick Works Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911.

CHEVROLET

DICKS CAR SALES offer:—

1938 (reg. 1939) Chevrolet saloon, one owner since new: £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9.

SIMPSON'S MOTORS, offer:—

1949 Chevrolet, genuine 4-door saloon, heater, immaculate, low mileage.

1949 Chevrolet 3-door Aerocoupe, exceptional post-war car, fully streamlined, immaculate coachwork and interior.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley. 3903.

JOE THOMPSON (MOTORS), Ltd., offers:—

1948 Chevrolet convertible coupe, L.H.D., colour maroon, electrically operated hood, fitted heater: £1,475.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michellins). Ken. 4858.

1950 (April) Chevrolet latest type 6-str. sedan, 12,000 miles only, a most beautiful car with all American extras, amazing performance.

A. Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4725.

1939 Chevrolet Master de luxe 4-door saloon, first registered 1950, Continental model, exceptional condition, exchange considered: £375.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 6288.

1948 Fleetmaster 4-dr. saloon, l.h.d., 20,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

CHEVROLET 1947, Nov., property of engineer, in exceptional condition, 25,000 miles, absolutely draft-proof, ideal for invalid due to very easy steering and excellent riding qualities of car, licensed and insured, any trial: £1,450. April, Relined Brake Drums, Ltd., High St., London, N.16.

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet. Wembley 3903.

CHEVROLET Spares and Service

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Chevrolet models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121.

CHRYSLER

CASS'S MOTOR MART—1938 Chrysler 24hp saloon, leather excellent, written guarantee.—5, Warren St., W.1. Euston 4110.

1939 Chrysler Imperial 34hp drop head coupe by Carlton, 5-seater, radio, overdrive, heater, silver grey: £450.—Apply J. Williams, "Woodseat," Hoole Village, Nr. Chester.

£625—Magnificent Chrysler Dodge Custom 8, beautiful looking vehicle, semi-mouth organ front, prototype of post-war models, literally looks £1,000 although 1940 model, laid up most of the war and meticulously maintained all the time, nestable mileage, below.

£2,355—1937/8 Chrysler Wimbledon de luxe saloon, immaculate bodywork, seats six, late private owner meticulously maintained this vehicle and states vehicle capable of over 20 m.p.g.; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221.

LIMOUSINE 24hp 1937, partition, widest occasional, L. leather, excellent, throughout: £695.—Alpe & Saunders (100 Limousines, Lists posted) Providence Court, North Audley Street. Mayfair 2941.

Chrysler Cars Wanted

UTO SALES (LONDON), Ltd.

CHRYSLER agents will purchase all types of Chrysler vehicles.—59-65, Belair Rd. Swiss Cottage, N.W.6. Tel. 2553.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler. Wembley 3903.

CHRYSLER cars wanted, 1939 onwards.—Brown & White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel. 43405.

Chrysler Cars Wanted

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

7-SEATERS 1937/39. Royal-Wimbledon-Dodge, privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941.

Chrysler Spares and Service

CHRYSLER specialists repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2234.

CITROEN

DICKS CAR SALES offer:—

1940 Citroen 12hp saloon, recent £100 overhaul, fine order: £525.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6888-9.

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE range of post-war Citroens is always maintained; only first-class examples are offered; each car has been thoroughly serviced through-out and ready for immediate use; full details of current stock and interesting literature gladly sent on request.

173, 4274. Westbourne Grove, Bayswater, W.11. Tel. 4274.

ACE SERVICE STATION (LONDON), Ltd.

1949 Citroen light 15 saloon, metallic grey with red hide.

1949 Citroen light 15 saloon, black with red hide.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines).

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Citroen 15hp saloon, 16,000 miles; £985.—Wormouth Rd., Thames Ditton, Esherbrook 5551-3-5.

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Citroen saloon, red and red leather, 4,000 miles; £1,175.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9.

H.W. MOTORS, Ltd., the Citroen specialists offer:—

1950 (reg. 1949) Light 15 saloon, black/brown leather, 6,500 miles; £1,250.

1949 Light 15 saloon, black/beige leather, 11,000 miles; £1,125.

1949 Light 15 saloon, maroon/red leather, 19,000 miles; £1,075.

1947 (Dec. '46 delivery) Light 15 saloon, black/brown, loose covers, new tyres, Blumel wheel, outstandingly good chassis; £850.

1940 6-cyl saloon, green/green leather; £850.

H.W. MOTORS, Ltd., Walton-on-Thames 793 and 1437.

DAGENHAM MOTORS, Ltd., offer the following cars:—

1949 (Nov.) Citroen Light 15 saloon, sun roof, black/brown hide, 8,000 miles.

56, Park Lane, W.1. Regent 4866.

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71.

1939 Citroen Light 15 drop head coupe, excellent condition, Dunlop, single carburettor, twins available; £475; no dealers.—Wallington 1205, or evenings Downland 4504.

Citroen Cars Wanted

PRIVATE buyer wants

1938—40 Citroen 12 saloon.—Letters only to Peters, 4, Birchwood Rd., S.W.17.

C. G. NORMAN & Co.

CITROEN Sole Distributors for the County of London

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors, wish to purchase post-war Citroens, 6-cylinder and Light 15.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines).

JOHN S. TRUSCOTT, Ltd., urgently require Citroens.

EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274.

KENTISH & THOMSON, Ltd., urgently require good post-war Citroen cars.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8.

H.W. MOTORS, Ltd., always require first-class Citroen.—Tel. Walton-on-Thames 793 and 1437.

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

A. FREEMAN Ltd., Grosvenor Garage, require 1949 Citroen six cyl. and light fifteen.—Burnage Lane, Manchester. 19 Tel. Rus. 2874-5.

Citroen Spares and Service

SOUTH of the Thames.

SALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2.

C. G. NORMAN & Co

CITROEN sole distributors for the County of London Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211.

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4892.—Citroen spares, reconditioned drive trains 48-hr. service.

CITROEN specialists, breakdown service, exchange gear box fitted 24 hours.—Lorraine Garage, 29-30 Elvaston Mews, 8 Kensington, S.W.7. Western 6974.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Citroen Spares and Service

BRING your used cars to the Citroen specialists; we will rec condition as new.
THE HEADLIGHT MOTOR & ENG., Co., Ltd., 8, Otley Rd., Leeds, Tel. 52627-8, Grams, Trouble.

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars, front drive assemblies fitted from stock.—**Barnehurst Garage, Ltd, Boxey Heath 725.** (0746)

BOWES ROAD GARAGE & ENGINEERING Co., Ltd
 Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr. all spares stocked (2668)

CORD

£10 taxi—20,000 miles; dark blue 4½-litre Cord 6-seater saloon, first registered 1947; one of most distinctive-looking cars in London; 85 m.p.h. cruising in Pullman comfort! Starting acceleration, rock-steady cornering, independent suspension, finger-tip gear change, radio, heater, every conceivable extra, 13-16 m.p.g., maintained in perfect condition by Cord agents; £895.—Write for appointment to J. T. Blair, 40, Charles St., W.1. (6848)

DAIMLER

BROOKLANDS.
1946 Daimler 2½-litre saloon, black, blue leather, exceptional condition.
103. New Bond St., London, W.1. Tel. Mayfair (6351/6.) (6646)

TOM GARNER, Ltd., offer:—

1949 Daimler 2½-litre saloon, black with brown leather, 7,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 9265-6. (6336)

MONTEIRO MOTORS offer:—

1938 Daimler 17 saloon, excellent condition; £575.—**Monteiro Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex, Buc. 1171-2.** (7102)

CHARLES POLLETT, Ltd., offer:—

1947 Daimler saloon, grey, red leather, 26,000 miles, radio, very carefully maintained; £1,375.
18. Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6, Riv. 1413. (6887)

STRATSTONE, Ltd., Daimler Specialists, offer:—

1948 Daimler 2½-litre saloon, grey with blue leather, a most attractive car; £1,575.
1946 Daimler 2½-litre saloon, black with fawn leather, chauffeur maintained, low mileage; £1,295.

1939 Daimler EL 24hp limousine, black with leather throughout, well maintained; £295.
1936 Daimler 4½-litre limousine, black, exceptionally roomy body with 2 face forwards, sunshade roof, division, in good condition throughout; £250.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404); Service, 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). (7015)

1937 Daimler E20 sports saloon de luxe; £495.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1, Euston 4466. (7107)

£200.—Daimler saloon, 1935/6, 15hp; trial.—**O'Hare, Lea Hall, Lea, Ross-on-Wye, Herefordshire.** (6892)

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405 (0544)

1949 2½-litre Daimler 4-seater coupe by Barker, grey, red leather, immaculate, 5,000 miles.—**Sidney Marcus, Ltd., 33, Sloane St., S.W.1.** Tel. Sloane 3557/8970. (6591)

595 gns.—Daimler 1939 2½-litre de luxe four-door saloon, black, sliding hood, blue leather, pre-selector, good tyres, carefully used, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.** (6811)

LIMOUSINE 1936/37/38 24hp, partition, widest occasionally, superlative condition, black, exceptional selection, **Alpe & Saunders (100 Limousines: Lists posted) Providence Court, North Audley Street, Mayfair 2941.** (6819)

Daimler Cars Wanted

C
THE CAR MART, Ltd., wish to purchase Daimler cars.—150 Park Lane, W.1 Grosvenor 3434 (0959)

CASH immediately for good Daimler.—**H. F. Edwards, 28, Upper High St., Epsom. 9400.** (7042)

ROWLAND SMITH'S the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0633)

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. (6692)

DAIMLER wanted, 24hp E.L. type limousine; state full particulars.—**Finland's, Ltd., 213, Wilmsholme Rd., Rushmore, Manchester, 14.** Tel. No. Rushmore 2884. (6678)

LIMOUSINE, modern 24hp., also 8/32hp., urgently required, cash waiting. Details please. **Alpe & Saunders, Providence Court, Grosvenor Sq., Mayfair 2941.** (6530)

Daimler Spares and Service

ARCOT MOTORS, Ltd.
ARCOT MOTORS, Ltd.—Pre-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. (0236)

Daimler Spares and Service

DAIMLER specialist for 24 years guaranteed repairs and coachwork.—**J. B. Tansborough, 30, Wilton Row, S.W.1. Sloane 4665.** (5356)

SPECIALISED Daimler gear box service: all types quick deliveries, guaranteed work, spare parts supplied.—**H. A. Engineering, 35, Grant Rd., Croyd N. Surrey. Addiscombe 2931.** (0145)

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—**Allens, Victoria Rise, Clapham S.W.4. Macaulay 4199 and 6252-3.**

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).
RAPID repair and parts for Delage.

SOLE concessionaires for Great Britain, etc.

HEAD office, 82, Park St., W.1.

WE buy, sell and repair Delages.—**Marlborough Garage, Abbey Rd. St. John's Wood, N.W.8. Mal. 0267.** (1099)

DELAHAYE

SELBORNE (MAYFAIR), Ltd.
1949 model 135M, Delahaye sedan drop head coupe in superlative condition
45. South Audley St. W.1 (2881)

KEVILL-DAVIES & MARCH, Ltd.

1937 Delahaye 27hp 2-door saloon, black.

41.—42, Hay's Mews, Berkeley Sq., W.1. Tel. Grosvenor 2563. (7113)

Delahaye Cars Wanted

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. are keen buyers of late models. **Flaxman 0052.** (1037)

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne Motors, Ltd., established 1926).
SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.

HEAD Office: Regional House, 82, Park St., W.1. (2407)

D.K.W.

B. & M. GARAGES, Ltd., offer:—

1938 D.K.W. all-metal drop head coupe, in cream and black.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30/10; 6-cylinder blocks, £10/10; both items on exchange basis plus packing, etc.; repairs and overhauls our speciality.—**B. & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6877.** (0016)

225 gns.—**D.K.W. August 1938, 7hp saloon,** black and red, carefully used, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—**Rowland Smith Hampstead (Hampstead Tube) Hampstead 6041.** (6541)

D.K.W. Spares and Service

NEW big-ends and main shafts fitted to D.K.W. crankshafts.
C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction, Bat. 0871. (7006)

DODGE

1938 Dodge fitted overdrive, engine just overhauled; £395.—**Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870.** (6576)

Dodge Spares and Service

DODGE specialist repairs, spares, exchange engines.—**Church Road Engineering Co., Ltd., Dodge Distributors, Hadelgh, Essex. Tel. 58474/57127.** (0192)

DODGE specialist repairs, spares, exchange engine service.—**L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London S.W.12. Tel. Balham 2234.** (0362)

FIAT

DICKS CAR SALES, offer:—

1939 Fiat 500 coupe, 50 mps; £325.

DICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn, Maida Vale 6888-9. (4386)

CHIPSTEAD MOTORS, Ltd., see our advertisement under sports cars.

1937 Fiat 500, very clean car, with bumpers; £225.—**S. & S. Motors, 165, Westbourne Grove, W.11. Tel. Bayswater 1644.** (6931)

1937 Fiat 500 d.h. coupe, complete engine reconditioned, loose covers; £320.—**Smith & Hunter, 376, Kensington High St., W.14. Western 2312.** (7066)

1938 Fiat 500 convertible coupe, exceptionally good mechanical condition; £275; terms, exchanges; 3 months' written guarantee.—**Chival Garages, Ltd., Hanger Lane, Western Ave. W.5. Perivale 441-5.** (6908)

MAYFAIR GARAGES, Ltd.—March, 1940 1100 long chassis 4-door pillarless 6-light saloon, two-tone grey and black with grey hide upholstery, exceptionally roomy car, in well preserved condition throughout; £395.—**Below.**

MAYFAIR GARAGES, Ltd.—September, 1939 500 de luxe 4-door head coupe, reconditioned jade green with leather upholstery, spotlight, carefully used, exceptionally smart car in outstanding condition; £395.—**Below.**

MAYFAIR GARAGES, Ltd.—August, 1939 500 de luxe convertible coupe, all black with red leather (original paintwork), one owner since new, carefully maintained in outstanding mechanical condition; £365.—**Below.**

MAYFAIR GARAGES, Ltd.—November, 1938 500 de luxe convertible coupe, black with red leather, good tyres, exceptionally good condition; £295.—**Below.**

MAYFAIR GARAGES, Ltd.— (opposite Selfridges' clock), Mayfair, W.1. Tel. Mayfair 3104-3105. (6867)

FIAT

C. V. RUSHMER the Fiat specialists, fully reconditioned and guaranteed models available, only first-class examples offered.—**39 Holland Park, W.11. Park 5731.** (6304)

1950 Fiat 1100 4-door 4-light cabriolet, Layalet balanced engine specially tuned, 80mph over 80mph, capacious luggage boot, 14-gallon petrol tank, finished cream and o.s.c., exceptionally attractive car, taxed, £875.—**V. W. Derrington 159, London Rd., Kingston. Tel. 5621/2.** (6088)

Fiat Cars Wanted

ROWLAND SMITH'S the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 (0933)

CASH immediately for good Fiat.—**H. F. Edwards, 154, St. Titchfield St., W.1. Langham 0012.** (7034)

MAYFAIR GARAGES, Ltd. sell more pre-war Fiat yearly than any firm in the country, so are always ready cash buyers of all models.—**Below.**

MAYFAIR GARAGES, Ltd. also require neglected Fiat for reconditioning, send brief particulars and price required.—**Below.**

MAYFAIR GARAGES, Ltd., Balderton St. (opposite Selfridges' clock) Mayfair, W.1 Mayfair 5104-5.

Fiat Spares and Service

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—**S. & S. Motors, 165a Westbourne Grove, W.11. Tel. Bay. 1644.** (0136)

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—**Tel. Perivale 5651.** 'Grams: Fiat, Wembley. (0906)

B.D.J. (ENGLAND), Ltd. offer exchange engines, fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—**65, Lowlands Rd., Harrow Byg 1818.** (0385)

FIAT 500, 1100 and 1500 full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric gauges; complete servicing at. models.—**Derrington, 159, London Rd., Kingston 5621-2.** (5030)

FORD (S.R.P.)

PERRY'S OF HARROW
 HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (0099)

G. P. (BALHAM), Ltd. offer:—
275 gns.—1938/9 Ford 8 saloon record engine, excellent condition, any trial, choice of three.—**2c, Balham Hill, S.W.12 (100 vds Clapham South Tube). Batt. 1107-8-9.** (5648)

200 cars under £400 to choose from.
1946-7 Ford 8 Anglia saloon, black with maroon upholstery, several extras including cloth covers to all seats; 45gns.
RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044. Open till 7 p.m. six days a week. (7098)

1947 Ford 8 Anglia one owner; £450. below.
A. Z. MOTORS, Palmerston Rd. N.W.6. Tel. Mal. 4723. (5905)

DAGENHAM MOTORS, Ltd. Ford main dealers.

1949 Ford Anglia beige/brown 6,000 miles.

1949 Ford Anglia black/red 6,900 miles.

1949 Ford Anglia green/green 8,800 miles.

1949 Ford Anglia green/brown 9,000 miles.

56 Park Lane, W.1. Regent 4866. (5931)

1949 Ford Anglia, 8,000 miles, condition as new; £625.
X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. F333. (5074)

1939 Ford 8 saloon, £350.—**Blue Star Garage, 617, Finchley Rd. N.W.3. Ham. 2254.** (4965)

1938 Ford 8 saloon in excellent condition mechanically, very good bodywork and interior; £350.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway N.W.2. Oia. 2234. (6114)

1949 (Nov.) Ford 8 Anglia saloon, 2,800 miles only.—**Autowork (Winchester). Tel. Winchester 4834/3406.** (6497)

1938 Ford 8 de luxe saloon, excellent condition throughout, heater and demister fitted; £325.—**Box 7702.** (6894)

£350—1939 Ford 8 sal. black, leather upholstery in excellent condition throughout.
MAKIN & HARRISON (MOTORS) 492-6 High Rd., Chiswick Chiswick 0556 2619.

1946 Ford Anglia saloons, choice three; from £485.—**Smith & Hunter, 376, Kensington High St., W.14. Western 2312.** (7062)

1939 Ford 8hp saloon, black with red leather upholstery body and tyres good, sound mechanical condition; £295 bargain.
JOHN JORDAN, Sandy, Beds. Tel. 64. (6856)

H. A. SAUNDERS, Ltd., 1949 Ford Anglia saloon, 10,000 miles.—**Austin House, 140/144, Golders Green Rd. N.W.11. Speedwell 0011.** (6477)

A. ARTHUR E. GOULD, Ltd., 290-292 Regent St., W.1. Langham 1594-5 1946/8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. 15367

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)
1949 Ford Anglia, condition just like brand new, low mileage, £535.—Witham's Motors, Ltd., 18, Balham Hill, S.W.12. Battersea 3250, 3789. [7047]

HAMILTON MOTORS (LONDON), Ltd. offer: 1949 Ford Anglia, 10,000 miles, as new; £585.—466-490 Edgware Rd., London, W.2. Paddington 0022 (12 lines). [6594]

1946 Ford Anglia saloon, black, low mileage, perfect condition throughout; £445.—M.B. Motors, 356 New Cross Rd., London, S.E.4. Tideway 3779. [7005]

1938 Ford 8 saloon, black with green upholstery, reconditioned engine recently fitted, bodywork in excellent condition, 3 months' guarantee; £290.—Tankard & Smith Ltd., 97, Peckham Rd., S.E.15. Rodney 2551. [5684]

Ford Eight Cars Wanted
CASH waiting for good Ford 8 saloon not before 1936.—Tel. Gra. 2530. [1461]

I REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd. S.W.16. Tulse Hill 1288 (day). [9710]

ROWLAND SMITH'S, the Ford 8 buyers.—Hamstead High St. (Hamstead Tube). Hamstead 6041.

CASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. [6589]

1939-1949 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4915]

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5134]

FORD (10 h.p.)
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444.
1947 Ford Prefect saloon, colour grey, cloth upholstery. £625.
1949 Ford Prefect saloon, colour beige, cloth upholstery, mileage 11,000; £775.
1946 Ford Prefect saloon, colour metallic blue, red leather upholstery; £600.
W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444. [19314]

OVERSEAS CARS, Ltd.

1949 Ford Prefect saloon, green/cloth, 10,600 miles; £775.
1949 Ford Prefect saloon, green/leather, 3,340 miles; £785. For other Overseas car bargains see page 39.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6969]

ROUNDABOUT offer:

1948 Ford Prefect, 18,000 miles, colour grey; £695.
ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Wawlow 1071-5. [2029]

PERRY'S OF HARROW
HAVE an excellent selection of post-war 10hp saloons available.
PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100]

DICKS CAR SALES, offer:

1949 Ford 10 saloon, leather upholstery, 5,000 miles; £775.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [5893]

H. A. SAUNDERS, Ltd. offer:

1949 Ford 10 Prefect saloon, black with brown cloth upholstery, 897 miles; £815.
1949 Ford 10 Prefect saloon, black with red leather interior, 6,000 miles; £815.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds. north of Tally Ho Corner.) Hillside 0024. [6912]

WARWICK WRIGHT, Ltd. offer:

1949 Ford Prefect 10hp saloon, black, fawn cloth, 4,000 miles; £795.
1949 Ford Prefect 10hp saloon, suede green, brown leather, 3,000 miles; £825.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6596]

CHARLES RICKARDS, Ltd. offer:

1949 (Nov.) Ford Prefect saloon, black with cloth upholstery, one careful owner since new, genuine mileage 8,254, faultless condition; choice of two; £775.
56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6413]

ALLAN TAYLOR MOTORS, Ltd. offer:

1948 Ford Prefect saloon, cloth upholstery; £625.
1948 (September) Ford Prefect saloon, cloth upholstery; £650.
1949 Ford Prefect saloon, cloth upholstery; £785.

1949 Ford Prefect saloon, leather upholstery; £795.
1949 (November) Ford Prefect saloon, leather upholstery; £795.

HIGH ST., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [7049]

1949 Ford Prefect, black with cloth upholstery 12,095 miles; £735.

1949 Ford Prefect, black, brown leather, mileage 13,560, excellent condition; £750.—Pantiles Service Garage, London Rd., Guildford 5326. [6396]

FORD (10 h.p.)
DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Prefect, black/cloth, 800 miles.

1949 Ford Prefect black/hide, 3,000 miles.

1949 Ford Prefect green/hide, 10,000 miles; choice of two.

1949 Ford Prefect black/hide, 9,000 miles; choice of two.

1949 Ford Prefect, black/hide 7,000 miles.

56, Park Lane, W.1. Regent 4866. [5935]

COOMBS & SONS (GUILDFORD), Ltd. offer:

1949 Ford Prefect, colour green, 4,000 miles; £775.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1350]

1949 (Nov.) Ford Prefect, in exceptional condition; £760.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [5961]

1938 model Ford 10 4-door saloon, black, excellent condition; £275.

ABBEY AUTOS, rear of 44-46, Chase Side, Southgate, N.14 (near Tube). Palmers Green 4540. [7070]

H. A. SAUNDERS, Ltd., 1949 Ford Prefect saloon, 13,000 miles, one owner.—Below.

H. A. SAUNDERS, Ltd., 1949 Ford Prefect saloon, 2,500 miles, one owner.—Below.

H. A. SAUNDERS, Ltd., 1949 Ford Prefect saloon, 10,000 miles.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [6478]

1949 Ford Prefect, 9,000 miles, leather.—Mac 12 Brambledown Rd., Wallington, Surrey 6397. [6606]

QUICK RESULTS TWICE!

Dr. F. W. SCHOFIELD OF DERBY
writes:

"It has happened twice I must comment.

A year ago you advertised my caravan; result, sold for my price same day, and my phone rang, on and off, for 8 days.

Last Friday, i.e. yesterday, you advertised my car. Three phoned that day and one caller. To-day three more phoned and caller pays my price and drives car away, 9.30 p.m.

Your service is worth a lot of money to me and your charges ridiculous.

I am Yours. In your Debt."
(Signed) F. W. Schofield.

1949 Ford 10 Prefect, black, leather upholstery, low mileage, one owner, as new throughout; £795.

1938 Ford 10 saloon, in first class condition throughout, any trial; £350.—Below.

1947 Ford 10 saloon, black, as new throughout; choice of two from £575.—Below.

1939 Ford 10 4-door saloon, black, just recollared, in excellent condition throughout, any trial; £425.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6635]

1949 (August) Prefect, 9,000 miles, black, red leather, perfect condition; £750; 3 months' guarantee.

CHARIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [4227]

1949 May Ford Prefect sal., green, 7,000 miles.—Tickford Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [6347]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons low mileage, all guaranteed. [7392]

1947 Ford Prefect saloon, black, splendid condition; £525.—Rogers Garage, 72, Chiswick High Rd., W.4. Chiswick 4815-6. [5884]

1949 Ford Prefect, low mileage, as new; £675.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mal. 1627. [1655]

ARCHIE SIMONS & Co., Ltd.—Ford Prefect, registered February 1949, immaculate condition; £675.—94, Gt. Portland St., W.1. Lan. 1345. [6760]

£375.—1938 Ford 10 saloon, black, maroon leather upholstery, reconditioned engine, 5 very good tyres in showroom condition.

MARIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick. Chiswick 0558/2619. [5556]

FORD (10 h.p.)
1949 Ford Prefect saloon, leather, 2,000 miles; £750.—L. E. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [4821]

1949 Ford 10 Prefect saloon, radio, leather interior, low mileage; £695.—Bowen Hillside Garage, Edgware. Tel. Edgware 4464-5. [5917]

1949 Ford Prefect saloon, latest type, leather upholstery, £775; also 1938 Ford 10 saloon, 4-door, very clean and in excellent running order, £350.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. [9400]

1946 (June) Ford Prefect 4-door saloon, leather, low mileage, original condition, almost as new, taxed; £575.—348, King St., Hammersmith, Riverside 2837/8. [6872]

WALTER SCOTT, Ltd.—1949 Ford Prefect, black, 11,000 miles, as new; £750; exchange, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Fri. 5914. [1299]

1936/37 Ford 10 4-door saloon in leather, clean inside and out, believed one owner; accept 200gu.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6787]

1949 (October) Ford Prefect saloon, finished mist green, leather upholstery, 9,000 miles only, fitted twin horns, spot lamps, demister, taxed as new throughout; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station N.3. Tudor 2301-2. [6605]

50 miles only.—A golden opportunity to secure practically new car, 1950 series (Nov. 1949) Ford Prefect saloon, finished black, full equipment.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [6020]

TANKARD & SMITH, Ltd. offer 1947 Ford Prefect saloon in black with green leather genuine low mileage; £595; three month, written guarantee; 800 guaranteed used cars of all makes.—158, King's Rd., S.W.3. Tel. Flaxman 4801-2-3. [6324]

575 gns.—Ford Prefect, March 1947, 10hp 4-door saloon, black, brown leather, one careful owner, exceptional condition, taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6540]

NAYLOR & ROOT, Ltd., 1949 Ford Prefect saloon, green, 2,170 miles, unblemished throughout, £775; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [6935]

Ford Ten Cars Wanted

ROWLAND SMITH'S, the Ford 10 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0935]

I NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews S.W.7. Tulse Hill 2768 (day). [9711]

CASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

MARSTON MOTOR CO., Ltd. for your Ford 10, Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

DAGENHAM MOTORS, Ltd., main dealers purchase Ford 10hp cars for cash.—56, Park Lane London, W.1. Regent 4866. [0156]

1939-1949 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916]

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [5660]

FORD (V.8)

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford Pilot saloon, colour black, brown leather, Pye radio, mileage 15,000; £850.

1948 Ford Pilot, colour blue, blue leather, mileage 17,000; £945

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444. [5859]

SIMPSON'S MOTORS, offer:

1948 (genuine) Ford V.8 2-door sedan, fitted with radio and heater, low mileage

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 3505. [4795]

H. A. SAUNDERS, Ltd. offer:

1949 Ford V.8 Pilot saloon, blue with blue leather upholstery, 6,000 miles; £1,125.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds. north of Tally Ho Corner.) Hillside 0024. [6917]

WARWICK WRIGHT, Ltd. offer:

1949 Ford V.8 Pilot saloon, black, fawn cloth, radio and heater, 12,000 miles; £1,095.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [4423]

KEVILL-DAVIES & MARCH, Ltd.

1949 Ford Custom built convertible, left-hand drive, grey, fawn upholstery, low mileage, first-class condition.

41 Grosvenor 2563, Berkeley Square, W.1. Tel. [7110]

1949 (November) Ford Pilot saloon, black, grey cloth upholstery, 7,000 miles, fitted radio and heater, taxed December.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station N.3. Tudor 2301-2. [5209]

£150.—1937 Ford V.8 4-door saloon, 1950 engine, taxed.—209, Northolt Rd., S. Harrow. [6369]

1948 Pilot saloon, H.M.V. radio, heater, and really carefully used; £895.—Campbell Symonds, Wembley 6262. [5536]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)
CASH'S MOTOR MARK I. 1937 Ford V.8 30hp saloon, black, new engine just fitted, written guarantee.—W. 11. Euston 4110. [4797]
GORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, blue, leather, radio.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6775]

£395—1938 Ford V.8 81A drop head fourseater coupe, reconditioned grey, red hide, nice condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6628]

1949 (Just out). Ford Pilot saloon, finished black with grey cloth upholstery, 7,000 miles only, fitted radio and heater, 1 owner, taxed, as new throughout, trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [5205]

275 gns.—Ford V.8, 1937 model, 4-door saloon, dark blue, grey cloth, very good condition, taxed; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith Hampstead (Hampstead Tube) Hampstead 6041. [6561]

FORD V.8 Mercury 2-door sedan full 5-seater, registered in this country 1948, one owner from new took delivery in 1942, mileage 46,000; this car is not ex-Government or ex-W.D. but a genuine privately owned vehicle. £595.—Lee Green 4355. [6966]

1947 genuine American Ford super sedan de luxe one previous owner, small mileage, almost as brand new, super luxury car, exceptional opportunity; £1,075; terms, exchange.—Carmasters, 35-7, Upper Elmers End Rd., Beckenham. Bec 6971. [5527]

FORD V.8 30hp 1938 de luxe touring saloon, black, leather upholstery with loose covers, recently completely overhauled with new engine fitted, new tyres, new battery, as new in every respect; must be seen to be appreciated; £545; also 1937 fourseater drop head coupe, £310.—Brevet Flying Club, 11, Chesterfield St., Mayfair, W.1. Gros 1553. [6908]

Ford V.8 Cars Wanted
JOHN S. TRUSCOTT, Ltd., urgently require Ford Pilot. **EXCEPTIONAL** prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [6746]

GOOD condition Ford V.8 drop head or coupe wanted.—Tel. Valentine 2098 or 4674. [4525]

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8.—Wembley 5903. [9143]

ROWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [7036]

BRITISH & COLONIAL MOTORS, Ltd., require good Ford Pilot cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6694]

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866 [70156]

WANTED—1938/39 Ford V.8 coupe to replace a "fire loss," must be in A1 condition, saloon considered.—Details to G. T. Reed & Co., Assessors, 16, Orchard St., Bristol, 1. [6280]

UTILITY—FORD OR OTHER BODIES
DAGENHAM MOTORS Ltd., Ford Main Dealers.

1949 Fordson Shp 4-seater utility, gun-metal, 12,000 miles.
56, Park Lane, W.1. Regent 4866. [6365]

£185—1937 22hp Ford V.8 utility, excellent condition throughout.
BRIAN FINGLESS, Bugatti Sales & Service, 2, Pembroke Mews, Bayswater, W.11. Bayswater 3951. After 6, Tulse Hill 4755. [6825]

1948 first reg. (October) Ford Mercury utility, excellent condition: £495.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [5474]

195 gns.—Ford V.8, registered 1947, 30hp 4-door saloon, green utility, maroon bonnet and wings, glass all round, drop tail-board, taxed; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6543]

Ford Utility Cars Wanted
FORD S. 10 and 50hp utilities wanted from 1936 onwards.
GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [5237]

ROWLAND SMITH'S, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

FORD MISCELLANEOUS

GODFREY DAVIS, Ltd.

FORD main dealers.

ALWAYS open.

SELECTION from our stock. Write for full list.

GODFREY DAVIS, Ltd., Neaden Lane, N.W.10. Gladstone 6474. [5209]

TANKARD & SMITH, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—196, King's Rd., S.W.3. Tel. Flax. 4801-3. [0378]

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936]

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7354]

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 3767. [0823]

Ford Miscellaneous Cars Wanted
CASH immediately for good Ford.—H. P. Edwards, 23, Upper High St., Epsom. [7043]

APPROACH us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-196, King's Rd., S.W.3. Flaxman 4801-3-5. [7052]

LUTON MOTOR Co., Ltd., Ford main dealers require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3715. [0042]

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0284]

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordsons; ignition and door lock keys despatched by return.
219—221, Balham High Rd., S.W.17. Tel. Balham 4401; also at
FORD Rd. Folkestone 51222. [0406]

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stocks of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314]

FRANK G. OATES, Ltd., High Rd., Woodford Green, Tel. Wandstead 2333. Main Ford dealers; service and all spares. [0088]

ALDARDS MOTORS, Ltd., 43-45, Acre Lane, London, S.W.2. (Brixton 6431), main Ford dealers; service and all spares. [0110]

FORD Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0383]

YOUR Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranhurst Garage, Ltd., Station Parade, Crickehowm, N.W.2. Gladstone 0570. [0281]

FRAZER NASH

ANTHONY CROOK offers: 1949 Fraser Nash Le Mans replica 120mph 2-seater, as so successfully raced by Anthony Crook last season (numerous successes included fastest lap (tie) of all British cars in Silverstone Production car race, fastest lap last Castle Combe 3-litre sports race, etc., third tourist trophy race up to 2 litres); other successes Goodwood, Blandford, Shelsley, etc.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [5480]

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Fraser Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

ROSE & YOUNG, Ltd., offer Fraser Nash-B.M.W. type 328 2-seater, immaculate condition inside and out, speedometer reading 28,000, finished in ivory with black leather; £815.—65-69, St. John's Hill, Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 5484. [5505]

ANTHONY CROOK offers for sale his own highly successful 328 115mph 2-seater, as successfully raced placed or won practically every event ever entered, only owners E. M. Thomas and Anthony Crook, complete history from new; also a fully streamlined post-war 2-seater.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [5479]

395 gns.—Fraser Nash-B.M.W. 1936 2-litre Type 35, super sports 2-seater, black and silver, tuned engine, Martini pistons and valves, special large sump, vertical Bosch magneto, Andre shock-absorbers, good tyres, carefully used, exceptional condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6542]

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Fraser Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

HEALEY

BROOKLANDS

HEALEY distributors for London and the Home Counties.

HAVE for demonstration and early delivery the special drop head 4-seater coupe by Abbots of Farnham; also 2-door, 4-seater sports saloon by Tickford. Particulars available on request.

1950 Healey Silverstone sports 2-seater, red, beige leather, speedometer reading 5,000 miles, high-compression pistons and many extras; B.M.T.A. permission to sell.

1949 Healey sports saloon, maroon, red leather, speedometer reading 10,000 miles. [6648]

1948 Healey sports saloon, black, red leather, exceptional condition throughout. [6648]

103, New Bond St., London, W.1. Tel. Mayfair 8351-5. [6648]

CHIPSTEAD MOTORS, Ltd.—See our advertisement under Sports Cars. [5633A]

1948 (June) Healey std. saloon, metallic blue, blue leather, 19,000 miles; £1,650.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5247. [6685]

1948 Healey 2.4-litre fourseater drop head coupe by Duncan, Green, beige leather, 12,000 miles; £1,495.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5247. [6684]

1950 Healey Silverstone, specially tuned high compression engine, successfully raced by Edinburgh enthusiasts, being third to two Grand Prix Maseratis at last Scottish Road Race, 5,000 miles, immaculate; £1,285.—Anthony Crook Motors, Ltd., Bristol distributors, Caterham Hill, Surrey. Tel. 2232/3. [5478]

HEALEY
HEALEY Roadster, late 1947, 2-str. sports, metallic silver, 8,000 miles, 100 mph, available, guaranteed 37-39 mpg at 60 mph, loose covers, large instruments, sprung wheel, a very attractive car in excellent condition; list price £2,300; must be cheap at £925; trade enquiries invited.
JOHN JORDAN, Sandy, Beds. Tel. 64. [6960]

Healey Cars Wanted

NEW Healey chassis required, year of manufacture immaterial; give full details.

MESRS. ARDEN AND BULL, Ltd., 18, Old Market Place, Altrincham. [7073]

WANTED, Healey saloon, complete or otherwise.—Coachcraft Elm Rd., Evesham, Tel. 6539. [6973]

J. H. BARTLETT—Healey saloon, tourer or Silverstone models wanted.—37a, Pembridge Villas, W.11. [6930]

HILLMAN 10

W **HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Hillman Minx Mark II, mileage 15,000, colour black, leather and cloth upholstery, taxed for 1949. [9310]

W **HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

BROOKLANDS

1949 Hillman Minx 4-str. drop head coupe, blue, blue leather, small mileage. [6647]

103, New Bond St., London, W.1. Tel. Mayfair 8351/6. [6647]

OVERSEAS CARS, Ltd.

1948 Hillman Minx saloon, black, brown cloth, in excellent condition throughout; £750; for other Overseas car bargains see page 39.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [6968]

BROWN'S for Hillmans.

1942 Hillman 10hp saloon de luxe, excellent condition; £465.—Brown's Garage, Loughton (Essex) 4119 (Tube). [4795]

H. A. SAUNDERS, Ltd., offer:—

1949 Hillman Minx Phase IV saloon, green with brown upholstery, 5,000 miles; £955

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley, (100 yds. north of Tally Ho Corner.) Hillside 0025. [6922]

CHARLES POLLETT, Ltd., offer:—

1949 Hillman Phase IV saloon, dove grey, red leather, one owner, radio, 13,000 miles, guaranteed; £935.

18, Berkeley St., W.1. May. 6266.

SERVICE, Works and Stores; 12, Wellesley Ave., W.6. Riv. 1413. [6884]

WARWICK WRIGHT, Ltd., offer:—

1949 Hillman Minx latest model saloon, dove grey, red leather, 5,000 miles; £975.

1949 Hillman Minx saloon, latest model, black, brown leather, 8,000 miles; £975.

1949 Hillman Minx 10hp saloon, pastel green, brown leather, 9,000 miles; £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6997]

CHARLES RICKARDS, Ltd., offer:—

1949 (Sept.) Hillman Minx saloon, green, one owner, low mileage; choice of two; £880.

56, Baywater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6415]

WADDINGTON MOTORS, Ltd., offer:—

1949 (Nov.) Mark IV Minx, pastel green, brown upholstery, many extras, taxed; £925.

1948—Fortune Green Rd., N.W.6. Ham. 2211.

KENTISH & THOMSON, Ltd., offer:—

1948 Hillman Minx Phase II drop head coupe, black, with brown leather interior, exceptional condition throughout; £750; also

1948 Hillman Minx Phase II saloon, one owner, low mileage, spare unused, grey with blue interior, quite faultless; £765.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [6729]

200 cars under £400 to choose from.

1948 Hillman Minx Phase II de luxe sun saloon, colour grey, low mileage, immaculate; 749 gns.

R **AYMOND WAY**, Canterbury Rd., Kilburn, N.W.8. R. Maids Vale 6044. Open till 7 p.m. six days a week. [7094]

S. G. SMITH (MOTORS), Ltd., offer:—

1946 Hillman Minx drop head coupe, fitted radio, exceptional condition throughout; £560.

1948 Hillman Minx Phase II drop head coupe, 17,000 miles, many extras; £715; 50 other guaranteed used cars.

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. [7068]

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1949 Hillman Phase III only 400 miles green and brown leather; £975.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [1332]

1947 Hillman Minx d.h. coupe; £650.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 4967

11 Grævenor 2563. (12.2.20)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

WARWICK WRIGHT, Ltd., offer:—
1949 Humber Super Snipe, 27hp saloon, almond green, buff leather, radio and heater, 8,000 miles; £1,650.
1949 Humber Super Snipe, 27hp saloon, steel grey, grey leather, radio and heater, 2,000 miles; £1,625.
1949 Humber Hawk 14hp, satin brocade, red leather, 2,000 miles; £1,450.
1948 Humber Hawk 14hp saloon, black, fawn cloth, 11,000 miles; £1,295.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6596]

GUY SALMON AUTOMOBILES, Ltd., offer:—
1948 Humber Hawk, 9,000 miles; also 1947, 23,000 miles.
1949 Humber Hawk saloon, upholstery, leather, fitted heater, 2,200 miles, a new car; £1,475.
 —Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [6941]

LIMOUSINES, 1946/47 partition, widest occasional, black, exceptional carriage. Below.
1949 latest limousine, partition, widest occasional, black, small mileage, meticulously maintained. Seen. Alpe & Saunders (100 limousines, lists posted). Providence Court North Audley St., Mayfair 5941. [6513]

GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, grey, 8,000 miles. —Below.
GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe, grey, 17,000 miles. —Below.
GORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe saloon, black, excellent condition. —Below.

GORDON CARS (LONDON), Ltd.—1948 Humber 19hp Snipe saloon, black, perfect order. —Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6765]

1949 (August) Humber Hawk, bronze with leather. —Deacons, Ltd., Staines, Middlesex. Tel. 801. [6572]

H. A. SAUNDERS, Ltd.—1937 Humber 21 saloon. —Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6481]

1937 Humber 27 sports saloon; £245. —Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [6430]

1947 Humber Super Snipe saloon, immaculate condition; £295. —Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6575]

1949 Humber Super Snipe, owner driven, 8,000 miles, heater fitted, metallic grey, perfect order; £1,550; Devon. —Box 7728. [6977]

HUMBER HAWK (November 1949), heater, radio, seat covers, rim embellishers, condition as new; £1,350. —Hooper, 53, High St., Bays. [6759]

1949 Humber Super Snipe saloon, unquestionable condition, fitted radio. —Autowork (Winchester), Ltd., Tel. Winchester 4834/3406. [6990]

1948 Humber Hawk saloon, one owner, fitted heater, immaculate car. —Autowork (Winchester), Ltd., Tel. Winchester 4834/3406. [6991]

1949 Humber Super Snipe, black, radio, heater, 8,000 miles; £1,550. —Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [6454]

1948 (May) Humber Snipe saloon, 16hp, maroon, radio, hood covers, good tyres, excellent condition inside and out. —Bath, Biggleswade 5119 (Beds). [6454]

1949 (December) 1950 model Humber Super Snipe, L.H. drive, H.M.V. radio, heater, overriders, 9,000 miles approx., owner driven, excellent condition. —Box 7733. [7118]

1938 Humber 18hp limousine glass winding partition, full 6-seater saloon, immaculate; terms, exchanges. —Tel. Amherst 2000, Turner, 99/117, Clarence Rd., London. E.5. [4531]

1949 (Just out) Humber Hawk de luxe saloon, 8,000 miles only, direct from original private owner, absolutely spotless, trade enquiries welcomed.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.4. Tudor 3501-2. [6506]

£777 —This is one of the cheapest and best offered 1946 model Humber Super Snipe, bodywork showroom condition, mechanically excellent; 3 months' guarantee, hire purchase, exchanges.

LAMBES OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6063]

1949 (July) Humber Super Snipe saloon, almond green, brown leather upholstery, 9,000 miles, immaculate; written guarantee; £1,495. —S. Morris & Co., 29-31, Edgware Rd., London. W.2. Tel. Pad. 3073-6. [4748]

1949 (April) Humber Super Snipe de luxe stream-lined saloon, 7,000 miles only, finished with leather upholstery to match, one private owner, absolutely as new throughout, taxed December; trade enquiries welcomed. —Depot 6229, balance up to 24 months. —George Clarke (Motors) Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [6939]

525 —Humber Super Snipe, 1940, reg. Feb. 1942, 27hp de luxe 4-door saloon, dark blue, sliding head, blue leather, Philco radio, heater, good tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6544]

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Number Cars Wanted
ROOTES, Ltd.
DISTRIBUTORS,
REQUIRE modern low-mileage Humber cars.
BIRMINGHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deanagate. (Blackfriars 6677.)
MALDSTONE.—(Maldstone 3353.)
CANTERBURY.—(Canterbury 3232.)
ROOSTER.—(Chatham 2251.)
WROTHAM Heath.—(Borough Green 4.)
ROOSTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0106]

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Humber immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1269 (day). [9709]

CASH buyers of low mileage Humber Hawks; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [0793]

BITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6691]

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham. 2.

CIRPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553]

Number Spares and Service
THE Humber Specialists for all spares.—Ring Uplands 3637. See advert under parts and accessories. [6268]

DE NORMANVILLE gear box overhauls; spare parts supplied; recommended specialists.—H. & A. Engineering, 35 Great Rd., Addiscombe, Croydon, Surrey. [6979]

INVICTA
A.F.N. Ltd., offer a number of new Black Prince saloons, chassis, some complete less engine and transmission, attractive proposition for enthusiasts who can fit his own engine, no purchase tax chargeable on incomplete chassis.

FALCON Works, London Rd., Isleworth. Tel. 5636
HOUNSLOW 0011.

JAGUAR
HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors.
SELECTION of all models at attractive prices.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)
DEPOS at:—
MANCHESTER (Blackfriars 7843).
BIRISTOL (Bristol 5126).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).
CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUNSLOW (Hounslow 3454).
FINCHLEY (Finchley 0061).
GREAT WEST RD. (Baling 3477). Official Jaguar Service Station.
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0037]

BROWN'S for Jaguars.
1939 Jaguar 1½-litre saloon de luxe, immaculate condition; £575.
1939 Jaguar 1½-litre drophead fourseater coupe, excellent condition; £495.—Brown's Garage, Loughton (Essex) 4119 (Tube). [5610]

WIMBUSH for Jaguars.
1949 Jaguar Mark V saloon, 3½-litre, gunmetal, radio, immaculate condition; £1,850.
1949 Jaguar Mark saloon, 3½-litre, grey with blue upholstery, 12,000 miles; £1,795.
R.C. WIMBUSH, Ltd., 512, Ears Court Rd., London. S.W.5. Fremantle 8401. [5965]

TOM GARNER, Ltd., offer:—
1949 Jaguar 3½-litre Mark V saloon, grey with grey leather, 15,000 miles.
1949 1½-litre special equipment saloon, suede green with green leather, radio, discs etc., 8,000 miles.
CAMDEN MOTORS, 10-12, Peter St., Manchester. T.2. Blackfriars 9265-6. [6341]

JOE THOMPSON (MOTORS), Ltd., offers:—
1948 (September) Jaguar 2½-litre saloon, colour black, fitted radio, heater and discs. 17,000 miles, new tyres; £1,195.
JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4854. [6394]

JAGUAR
DICKS CAR SALES offer:—
1939 Jaguar 1½-litre saloon, recent overhaul; £525.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [4393]

HAROLD RADFORD & Co., Ltd.
1947 3½-litre Jaguar saloon, black, in excellent condition.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7109]

WARWICK WRIGHT, Ltd., offer:—
1948 Jaguar 3½-litre saloon, gunmetal grey, grey leather, 15,000 miles; £1,495.
1949 Jaguar 2½-litre Mark V saloon, black, beige leather, 4,000 miles; £1,850.
1949 Jaguar 3½-litre Mark V saloon, black, brown leather, 6,000 miles; £1,895.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6968]

GUY SALMON AUTOMOBILES, Ltd., offer:—
1949 (November) Jaguar Mark V 2½-litre, black with beige leather, 7,000 miles, as new; £1,825; another.
1949 (December) Jaguar Mark V 3½-litre, black with brown leather, H.M.V. radio, 7,000 miles, new; £1,895.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [6794]

GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre saloon, black, 13,000 miles. —Below.
GORDON CARS (LONDON), Ltd.—1948 Jaguar 1½-litre S.E. saloon, black, H.M.V. radio, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6768]

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Eln. 5348.

£465—Jaguar 1½-litre 1939 d/h coupe, cellulose, chrome excellent, new hood, good appearance; many others.
BENMOTORS, I. Clarendon Rd., Holland Park, London. W.11. Park 5066-7. Open Mon. to Sat. 9-6. (30yds Holland Park Tube). [6679]

1949 Jaguar Mk. V saloon, unquestionable condition.—Autowork (Winchester), Ltd., Tel. Winchester 4834-3406. [6499]

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—
 East London main agents, 321, Romford Rd., Forest Gate. E.7. Maryland 4819-9. [10700]

1939 /40 Jaguar 2½-litre drop head fourseater, magnificent condition throughout, new tyres. —C/o Moore, 3, Murray Mews, N.W.1. GUL. 2417. [6997]

1937 (Aug.) 1½-litre Jaguar saloon, really beautiful condition throughout; £355.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. [6015]

1947 model Jaguar 3½ (November, '46) saloon, metallic grey with red leather, fitted heater and wheel discs, small mileage, magnificent condition; £525.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [1394]

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1940, similar features to post-war Jaguar, original finish throughout, excellent mechanical order; £595.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, cream black finish, with red leather, sound engines, new Dunlop tyres; £495.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939 (June), similar to above model, superior condition, smaller mileage, attractive conditioned coachwork, finished suede green, several extras. Noted fogmaster, demisters, wind-tone horns, etc.; £545.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp four-door pre-war drop head coupe, 1939, in really good condition for a pre-war Jaguar, black coachwork, fawn interior and hood to match, outstanding performance; £495.
CAMDEN MOTORS.—Jaguar 1½-litre 14hp special equipment saloon, Feb. 1947, immaculate metallic grey coachwork with red leather, superb specimen, late property of chief mechanical engineer, works maintained since new, low mileage; £935.
CAMDEN MOTORS.—Jaguar 2½-litre fourseater drop head coupe, 1939, attractive conditioned coachwork in dark blue with upholstery and hood to match, outstanding performance. Ace discs, twin Lucas headlights, etc., complete re-servicing by distributors last month, including steering and braking system overhaul, clutch relined, etc., a very genuine car; £525.
C 1947 model, one very fastidious owner since new, this car has never been overdriven or harshly treated, mileage is exceptionally low, tyres are the original components and are in excellent condition, special equipment includes radio, air conditioning, twin Lucas headlights and every refinement; £525.
C fitted radio, discs and other extras, excellent mechanical order, original coachwork sound chassis and tyres, opportunity at £495.
CAMDEN MOTORS.—Jaguar 3½-litre special equipment saloon 1940 (March), black with plain trimmed red leather upholstery, and special equipments identical to post-war Jaguar, engine completely stripped and rebuilt by Jaguar specialists, including re-bore, re-ground crankshaft, new timing gears, new clutch plates, new springs, etc., whole car in exceptional mechanical order; £595.
CAMDEN MOTORS, Jaguar specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 400 cars ready for immediate purchase. Write for post-free catalogue, easy and confidential hire-purchase facilities, part exchanges; purchaser's fares refunded from any part of the country, free delivery anywhere in the United Kingdom. Showrooms open until 8 p.m. Monday to Saturday. [6993]
1948 Jaguar 1½ special equipment saloon, black, brown leather, one owner; £990; real bargain.—Seaward Service, Ltd., 26, Queensway, Hyde Park, London. W.2. Bayswater 0132-7-8. [6897]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1947 Jaguar 1½-litre special equipment saloon, black, condition as new throughout; £975; also one other in excellent condition.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6122]

1946 1½-litre special equipment Jaguar saloon, leather upholstery, in immaculate condition throughout; £825; another in black, £840.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.19. [6948]

495 gns.—Jaguar 100, 1939, 3½-litre super sports 2-seater, bronze with red leather, outside exhaust, bronze cylinder head Scintilla magneto, standard and racing screens, new hood, worn tyres, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6545]

Jaguar Cars Wanted

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 287.)

ENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

REAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION. (Gulliver 4141.)

MANCHESTER.—1-5, Peter St. (Blackfriars 7483.)

ENLY'S, Ltd., England's Leading Motor Agents. [7028]

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907.

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. Tel. Palmers Green 1205-7173. [6751]

CASH immediately for good Jaguar.—H. P. Edwards, 154, St. Titchfield St., W.1. Langham 0012. [7055]

CAFFYNS, Ltd., are good buyers of post-war Jaguar cars.—King St., East Grinstead. Tel. 717. [19855]

MARSTON MOTOR CO., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars; distance no object.—Hattens Lord St. Southampton. Tel. 2268. [70794]

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6693]

ROSE & YOUNG, Ltd., will purchase for cash all types of Jaguar.—65-69, Sternhold Ave., S.W.2. Tulse Hill 6464. [2555]

J. R. INWARDS Ltd., main dealers for West Midlands, are anxious to buy Jaguar cars.—High St. Rulish 3035/4/5. [10899]

PRE-WAR Jaguar cars currently wanted for cash.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tulse Hill 7106. [6143]

URGENTLY required, low mileage 1948-9 Jaguar 1½-litre saloon.—Gibbons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

Jaguar Spares and Service

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST ROAD, Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563]

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares, Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 1205-7173. [6750]

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire, Jaguar spares, replacement units and repair facilities.—Bath Rd., Slough. Tel. 22394. [10450]

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares.—321 Romford Rd., Forest Gate, E.7. Maryland 4818-9.

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley, Arnold 1154-5. [3530]

JEEP

1950 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [6619]

JEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps' detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241]

JEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820]

JEPS 4x4 Ford or Willys, Army standard, khaki, as new, mileages under 500 miles; write for cat. and lists to—Grant Motors, 122, The Avenue, N.W.6. [6976]

JEEP

METAMET offer unique Jeep conversion for motorists; all 12 models completely rebuilt, 6 months' guarantee, over 20mpg, commercial registration optional.—100b, Belsize Lane, N.W.3. [0527]

ATWORK (WINCHESTER), Ltd., the principal Jeep specialists, big selection of Jeeps, all grades, and special Jeep long chassis utilities; immediate delivery; prices from £200; trailers, spares and exchange units.—Tel. Winchester 4834/3406. [6496]

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd., Jeep spare parts, home and export; all parts stocked; exchange plan engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc., etc.—351-353, High Rd., Chiswick, London, W.4. Chiswick 1919. [0035]

245 gns.—Jeep (Ford), registered November 1948, green and red, hood and sidescreens, spare wheel, indicators, carefully used, excellent condition, genuine Jeep trailer available; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6560]

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0944]

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter—small or large quantities.—Wick Autos (see under Jeeps). [0366]

METAMET for all Jeeps, spares, exchange unit service; expert Jeep repairs; to order spares phone Hampton 8231.—100b, Belsize Lane, N.W.3. [0539]

ATWORK (WINCHESTER), Ltd., the principal Jeep stockists, all spares and exchange units; Jeeps and trailers; keen prices.—Tel. Winchester 4834/3406. [6495]

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

JOWETT

HAROLD RADFORD & Co., Ltd.

1949 Jowett Javelin saloon de luxe, finished in sand, 8,000 miles.

HAROLD RADFORD & Co., Ltd., Melton Court, 50 Kensington, S.W.7. Tel. Kensington 6242 (5 lines). [7106]

CHARLES POLLETT, Ltd., offer:—

1949 Jowett Javelin saloon, beige, maroon leather, 1 owner, 20,000 miles, chauffeur maintained and guaranteed, really excellent condition throughout; value at £925.

18, Berkeley St., W.1. May 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6883]

1939 Jowett 10hp sun saloon, one owner, re-sleeved, crankshaft reground, as new; £395.

G. Thames, Kin. 2241. [7066]

1949 Javelin saloon, turquoise blue/beige leather, one owner, 8,000 miles, heater, as new, guaranteed; £995.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [6507]

MARRIOTTS GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service, Tel. 1563. [0575]

1949 (April) Javelin de luxe, turquoise, low mileage, in perfect order; £950.—Wimbush & Co., Ltd., Headfort Place, S.W.1. Abbey 6896. [6604]

JOYTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485 Tipton Elmers End Rd., W.11 am. Kent. Tel. Beckenham 2565 [0502]

1949 Jowett Javelin saloon, black/brown leather, heater, as new; any inspection; three months' guarantee; £975.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [6755]

1949 (July) Javelin, black, red leather, de luxe model fitted Scintilla Vertec, new overdrive tyres, Lucas spotlight, heater, taxed, 15,000 only, indistinguishable from new; £975.—V. W. Derrington, 159, London Rd., Kingston. Tel. 5621/2. [6051]

JOWETT

£395—Will buy a large 5-seater car with excellent performance, over 60mpg, will do easily 40mpg June 1939, Jowett ship, in really magnificent and unusual condition; 3 months' guarantee; hire purchase, exchanges.

LAMB OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [6095]

Jowett Cars Wanted

H. BENTLEY & PARTNERS.

WISH to purchase Jowett cars.—Caskville House, 40, Piccadilly, W.1. Sloane 3094. [19990]

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0945]

RAYMOND WAY the hire-purchase specialists, are still buying Jowett, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [1310]

Jowett Spares and Service

NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newham House, 235-9, Hammer-smith Rd., W.6. Riv 4646. [0415]

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629, 308, Erith Rd. Bexleyheath. [0571]

JOWETT-BRADFORD—For quick repairs or any spares try Bunting's Jowett Agency. Harrow 1908.

CROYDON—Godfrey, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0943]

FOR full Jowett service and comprehensive range of spares.—Moon's Motors, Ltd., Dorset House, Main Road, N.W.1. (Wellbeck 7988). [9247]

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2. [6618]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 20 years' Jowett experience; spares and service. [0759]

LAGONDA

BROOKLANDS.

LAGONDA distributors for London.

HAVE for show, demonstration and early delivery the new 2.6-litre saloons and coupes. Details and catalogues available on request.

103, New Bond St., London, W.1. Tel. Mayfair 8351-6. [6650]

BROWNS for Lagondas.

1937 Lagonda 4½-litre sports saloon de luxe, £400 recently spent on engine and chassis overhaul; immaculate condition; £795.—Brown's Garage, Loughton (Essex) 4119 (Tube). [6943]

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London S.W.7. Kensington 6642 (5 lines). [0264]

4½-litre Lagonda saloon 1937 series, superbly maintained, radio, good tyres, astounding value; £595.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [6876]

LAGONDA 3½-litre 1935, a very handsome car in new condition, guaranteed 100%; £325.—Brevet Flying Club, 11, Chesterfield St., Mayfair, W.1. Gro. 1353. [6901]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years service manager to Lagonda, Ltd.), offer New Year greetings to their many friends and happy motoring in 1951.

273, London Rd., Staines. Tel. 3457-8 or (private) Walton 1562. [0287]

V.12 Lagonda, one of the two actual works cars built regardless of cost for Le Mans lapped Brooklands at nearly 140 m.p.h. full weather equipment, absolutely ideal car for Silverstone Club races, etc. expensive rebuild just completed, Brighton speed trial time 32 sec. —Anthony Crook Motors, Ltd. Bristol distributors, Caterham Hill Surrey. Tel. 2235/3. [3482]

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041.

LAGONDA cars.—A limited number of home-sale orders now acceptable; used models always wanted.

Lagonda House, 7-9, Russell Parade, N.W.11. Speedwell 6011 (ten lines). [0236]

Lagonda Spares and Service

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

WADCOL, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0906]

DAVIES MOTORS (Managing Director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), are concentrating on the servicing and rejuvenation of pre-war Lagondas; we have revolutionised the ride of early models and we now offer a reliable conversion on pre-war cars with 12 lines.

273, Walton 1562. We are open on Saturday mornings. [0217]

LANCHESTER

LONDON CARS offer:—

1938 New Series Lanchester 14hp saloon de luxe model 1.P.5, reconditioned engine, handsome roomy body, written guarantee; £475.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [6404]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANCHESTER

BROWN'S for Lancasters.

1939 Lancaster 11hp saloon de luxe, immaculate condition; £475.—Brown's Garage, Loughborough (Essex) 4119 (Tube). [5609]

STRATSTONE, Ltd., Lancaster specialists, offer

1947 Lancaster 10hp saloon, blue with blue leather, excellent condition; £395.—40, Berkeley St., W.1. (Mayfair 4494.) [7016]

S'PINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

D'AILMER House, Bournemouth. Tel. 5405. [0545]

LANCHESTER 18, £300 overhaul last year, not taxed since December, 1949, reconditioned engine and gear box, recoloured in black, new tyres and headlining, a specimen car in immaculate condition; £225.—Ambassador 1061, Great Western Motors, Ltd., 6-8, Bishop's Bridge Rd., W.2. (Paddington Station.) [5060]

TANKARD & SMITH, Ltd., offer 1937 Lancaster 14hp Roadster saloon in grey and black with red leather, very clean and attractive car in excellent mechanical condition; £245; three months written guarantee; also 300 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/2/3. [6323]

Lancaster Cars Wanted

THE CAR MART, Ltd., London distributors, wish to purchase Lancaster cars.—150, Park Lane, W.1. Grosvenor 3434. [0965]

LONDON CARS require good used 11/14hp Lancaster saloons, later models preferred.
LONDON CARS, 592-5, Greenford Rd., Greenford, M.16. Wxlow 2643. [4108]

ROWLAND SMITH'S, the Lancaster buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

CASH buyers of low-mileage Lancaster 10s; distance no object.—Hastons, Lord St., Southampton, Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Lancaster cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6690]

Lancaster Spares and Service

ARCOT MOTORS, Ltd.,—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237]

CROYDON,—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kilburn Rd., Croydon 5775. [0689]

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4159 and 6232-3.

KEVILL-DAVIES & MARSH, Ltd.

1939 Lancia Aprilia, colour auto grey, blue upholstery, coachwork and mechanical condition extremely good.
41—42, Hay's Mews, Berkeley Square, W.1. Tel. Grosvenor 2563. [7114]

CHIPSTEAD MOTORS, Ltd.—See Sports Cars column. [1040]

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia; only first-class examples are offered.
PRESENT stock includes one unused post-war 2nd series 1.486cc model, and one 1939 de-luxe saloon. **FULL** details on request.

EXCHANGES, deferred terms.
173, Westbourne Grove, W.11. Bay. 4274. [6748]

£545—Lancia Aprilia 1938 (Nov.) 4-dr. sin., almost unmarred, excellent mechanical, any trial; many others.
BENNETT, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds Holland Park Tube). [6876]

Lancia Cars Wanted

JOHN S. TRUSCOTT, Ltd., urgently require Lancias.
EXCEPTIONAL prices offered for low mileage really well-kept examples.—173, Westbourne Grove, W.11. Bay. 4274. [6745]

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343]

KEVILL, DAVIES & MARSH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hay's Mews, Berkeley Sq., W.1. Gross. 2563. [0508]

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19, Rus. 2874-5. [0077]

Lancia Spares and Service

LANCIA (ENGLAND), Ltd., sole representatives of the famous Italian company, have at times a choice of several cars for disposal, in first-class condition (including reconditioned engine); all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest modifications, apply to: Lancia Works, Aliperton, Wembley (Perivale 5656). [0530]

LEA-FRANCIS

725 cns.—Lea-Francis August 1948 14hp shooting bns, maker's 4-door 5-seater timber body, maroon wings and bonnet, brown wide upholstery, sliding glass windows, drop tailboard, removable rear seat, good tyres, one careful owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [7121]

LEA-FRANCIS

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer—
1949 I.F.S. black, beige leather, H.M.V. radio, heater and demister, foglamps, loose covers, etc., 1 owner, 20,000 miles; this rather rare car offered at present list price, namely £1,700.

1949 Lea-Francis 14hp 6-light streamlined saloon, I.F.S. maroon, beige leather, 1 owner, 10,000 miles, super condition throughout; £1,595.

1948 Lea-Francis 14hp 4-door saloon, black, 15,000 miles; 1 owner, radio, maintained by our own service station; £1,025.

18 O. Berkeley St., W.1. May 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Ave., W.6. Riv. 1413. [6889]

Lea-Francis Cars Wanted
CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—12, Wellesley Ave., W.6. Riv. 1413. [8983]

Lea-Francis Spares and Service
LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-8. [0382]

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [8370]

LINCOLN
295 cns.—Lincoln Zephyr, 1937 model, 37hp V12 4-door saloon, 4-door, 5-door, 6-door, 8-door, 10-door, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6547]

Lincoln Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln.—Wembley 3903. [7019]

LLOYD
WALTER SCOTT, Ltd.—1949 Lloyd sports roadster, red, low mileage, excellent condition; £365.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5696]

MERCEDES-BENZ (GT BRITAIN), Ltd., offer—
1938 type 540K 4-5-seater cabriolet, engine recently overhauled by advertiser; £1,175.—Victoria 8715. [5110]

CHIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3.
36-220 a/c narrow sports 2-seater, red, P.100 lamps, terrific performance, bargain.
ROADSTER, a/c 500K, 1937, March, maroon with beige leather, most attractive car in showroom condition.

COUPE, 2-3-seater fixed head, ex-Caracciola a/c 500K, 1st reg. 1945, maroon, one of the prettiest cars in the country.
COUPE, 2-3-seater, a/c 540K, 1939 model, finished in ivory with beige leather seats, overhauled at cost of some £800, showroom condition throughout.

CHOICE of others; we are also keen buyers of Mercedes.
C.—Flaxman 0052 and 7253 [5965]

Mercedes-Benz Spares and Service
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [8530]

MERCURY
SIMPSON'S MOTORS offer—
1948 first registered Mercury brougham saloon, 2-door, left-hand drive, radio, heater, seat covers, window washers.
1949 genuine Mercury 4-door sedan, radio, heaters, seat covers, demisters, genuine low mileage, magnificent appearance.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 3903. [5966]

M.G.
ELITE MOTORS offer—
1937 M.G. T. 2-seater, black with red upholstery, 4 nearly new tyres, good all-weather equipment, excellent road performance, choice of 2; £375.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474, four lines. [6614]

WOODBAIN CARS offer—
£250—M.G. 12hp N type Magnette open 2-seater, 1st reg. 1945, really smart and mechanically excellent. A.G. 8hp P.A. open sports 2-seater, opal-painted, mechanically sound and mechanically excellent, reupholstered, mechanically unusually good.
£205—M.G. 8hp J2 open sports 2-seater, black and green, immaculate appearance, excellent hood, crankshaft just reground, etc., etc., lovely job.
£185—M.G. 8hp J2 open sports 2-seater, green, sound little car in every way but not quite so immaculate as the one above.

WOODBAIN CARS, the M.G. specialists, 6 and 10, Eton Garages, Eton Av., Swias Cottage, N.W.3. Primrose 9435. [6737]

1948 M.G. 2-seater, cream, green upholstery 17,000 miles, carefully used.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1. (Mayfair 5851); and 12, Chelsea Manor St., S.W.3. (Flaxman 8181). [9163]

JARVIS & SONS, Ltd., offer 114-litre M.G. first registered December, 1947, colour black, in very good condition; £825.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6883]

HAROLD RADFORD & Co., Ltd.

1946 M.G. T.C. 2-seater sports, just overhauled, new hood, side screen, 21,000 miles.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6842 (5 lines). [6462]

CHARLES FOLLETT, Ltd., offer—

1948 M.G. T.C. 2-seater, red, beige leather, 17,000 miles, 1 owner, checked over, condition above average; £875.

18 Berkeley St., W.1. May 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [6882]

WARWICK, WRIGHT, Ltd., offer—
1949 M.G. 1½-litre sports saloon, black, beige leather, 8,000 miles; £1,075.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5077]

200 cars under £400 to choose from.
1949/50 M.G. T.C. sports 2-str., colour green with green upholstery, mileage 6,000; only out of covenant four days; 699cns.—Raymond Way, Canterbury Rd., Kilburn, W.6. Maida Vale 4543. Open till 7 p.m. 6 days a week. [7096]

1947 M.G. T.C. 2-seater, black, beige leather, new hood, luggage carrier, one owner.—Below

1949 M.G. T.C. 2-seater, green, beige leather, 4,000 miles, spare unused, one owner; choice of two.—Ripco, Ltd., 16, Albemarle St., Mayfair W.1. Regent 2952-4. [6330]

BARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin. 5343.

1949 (Oct.) M.G. 1½-litre saloon, bronze, maroon leather, sun roof, radio, one owner.
1947 M.G. T.C. 2-seater, black, beige leather, new hood, luggage carrier, one owner.—Below

1949 M.G. T.C. 2-seater, green, beige leather, 4,000 miles, spare unused, one owner; choice of two.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [6330]

1949 M.G. T.C., as new; £750.—Smith & Hunter, 376, Kensington High St., W.14. Western 2512. [7061]

£550—1946 M.G. Midget, new hood, one owner, excellent condition.—Woking Motors (Maybury Hill), Ltd., Woking 1925. [4882]

BRUTONS, Ltd., offer—1939 M.G. 1½-litre saloon, black, new carburettor, immaculate condition, excellent tyres, taxed, very fast; £395.
14 Oaten Mews, Empress's Gate, S.W.7. Western 1242. [6949]

1946 M.G. Midget, low mileage, many extras; £575.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [1634]

1949 (Nov.) M.G. 1½-litre saloon, 8,000 miles, radio.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6701]

1947 M.G. T.C. 2-seater, black/green, 19,000 miles, regularly serviced, many extra, one owner; £600.—Stokes, Bisleigh, Gloucestershire, Tel. 225. [6662]

2000 miles.—1949 M.G. T.C. model two-seater, cream, red leather.—Ernest Sutton, Cleve Hill 95 (Cheltenham). (Trade enquiries only) [6734]

CASS'S MOTOR MART—1938 (August) M.G. 2-litre saloon, engine recently reconditioned, genuine mileage 40,000, written guarantee.—5, Warren St., W.1. Euston 4110. [4204]

WALTER SCOTT, Ltd.—1938 model M.G. T type 2-seater, black, exceptional condition; £385.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [5698]

525 cns.—M.G., Midget, 1946, 11hp T.C. 2-seater, black, green leather, demister, good tyres, carefully used, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

365 cns.—M.G., Midget, 1937 model, 10hp T. 2-seater, black, red leather, radio, carefully used, excellent condition, taxed; terms, exchanges.—Rowland Smith, below.

295 cns.—M.G., July 1936, 2-litre foursome drop head coupe, black, lawn leather, spare tyre unworn, excellent condition; terms, exchanges; list.—Rowland Smith, below.

225 cns.—M.G. Magna, 1934 model, 12hp, L type sports 2-seater, black, red leather, good tyres, unworn spare, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6558]

£550—1946 M.G. T.C. sports 2-seater black, host of extras, special tonneau, beautiful condition throughout.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [6635]

1939 (October) M.G. 2-seater, 8,000 miles; one owner, special blue, red leather, perfect.—Beardmore Services, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. [6809]

1948 (March) M.G. 1½ saloon, grey and green, leather, 10,000 miles, perfect; £385.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5775]

1939 2½ M.G. sports saloon in black with silver wheels, beige leather upholstery, all new tyres, beautiful car; £595; hire purchase and exchanges.—Seladon Road Garage, 54, Seladon Rd., South Croydon, Surrey. Tel. Croydon 3470. [5353]

PERFORMANCE CARS, the sports car specialists, of 21, Daleham Mews, Belsize Lane, N.W.3. (Ham. 1111), offer with 3 months' written guarantee, 1938 T.A. 2-seater, £375; 1937 T.A. 2-seater, £365; 1935 L type 2-seater, £235; 1934 P.A. 2-seater, supercharged, £300; 1934 P.A. 2-seater, £255; see also under sports cars. [6762]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BARGAIN.—First reasonable offer over £500 for immaculate 1½-litre saloon, this car has been modernized and reconditioned at a cost of over £300 for our managing director who went into hospital before it was finished and cannot now drive it; a few of the jobs done include running-boards removed and replaced by modern valancing, rewiring, rechroming and retinning throughout, new ¾in plywood floorboards, fitted carpets and mats, finally sprayed metallic blue with silver wheels by our technical staff as demonstration specimen of quality cellulose.—Lion Lubricants, Ltd., Heron Cross, Stoke-on-Trent. [6895]

M.G. Cars Wanted

C M THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0966]

R ROWLAND SMITH'S, the M.G. buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0948]

S LLOMBES OF NEASDEN. Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. [7643]

R OSE & YOUNG, Ltd., will purchase for cash all types of M.G.—65-69, Sternhold Av., S.W.2. Tulse Hill 6464. [2551]

A PPROACH us first before disposing of your M.O. car.—Tankard & Smith, Ltd., 226-232, High Rd., N.15. Stamford Hill 3291-2-3. [7056]

U RGETLY required, low mileage 1948-9 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6596]

M AYFAIR GARAGES, Ltd.—Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want J.s. P.s and T.s for cash. Phone or write for buyer to call. [7447]

R AYMOND WAY, the hire purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5661]

M.G. Spares and Service

T HE sole London distributors for M.G. cars.

U NIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.1. Tel. Grosvenor 4141. [0500]

M .G. spares.—Vertical drives, rockers, valves, road springs, front axles, rear tanks, J2 windscreen, prompt and courteous service: see P. & A. column.

D RINGTON, 159, London Rd., Kingston 5621-2. [5029]

M .G. engine, axle, gear box, reconditioning, recon, exchange blocks, cranks, rockers w/drive, dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets; wire wheels supplied and repaired, road springs new and reconditioned.—A. & W. Williams, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433]

T OULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L and N. Magneto, exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

W RITE or phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0549]

Morgan Cars Wanted

R ROWLAND SMITH'S, the Morgan buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0949]

R EQUIRE privately

P RE-WAR Morgan 4/4 drop head or 2-seater, write only to Williams, 6, St. Nicholas Mansions, Trinity Crescent, S.W.17. [1616]

R AYMOND WAY, the hire purchase specialists, are still buying Morgan and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [3131]

Morgan Spares and Service

M ORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514]

M ORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0507. [0728]

MORRIS MINOR

H. A. SAUNDERS, Ltd., offer:—

1949 Morris Minor tourer, grey with beige upholstery, 5,000 miles; £750. [0916]

1949 Morris Minor saloon, maroon with beige upholstery, 2,300 miles; £765. [0916]

1949 Morris Minor saloon, maroon with beige upholstery, 912 miles; £775. [0916]

H. A. SAUNDERS, Ltd., Austin House, High Rd. (North Finchley), 110yds north of Tally Ho! Corner), Hillside 0064. [6921]

SAUL & SLATER, Ltd., offer:—

1949 Morris Minor tourer, 7,000 miles, black with brown upholstery, in exceptional condition; £685.—44-46, Alderman's Hill, N.13. Tel. Palmers Green 1205-7173. [7009]

PHILIP RICKARDS, Ltd., offer:—

1949 Morris Minor saloon, black/beige, 300 miles.—44, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [6910]

D AGENHAM MOTORS, Ltd., offer the following car:—

1949 Morris Minor tourer, maroon-beige, 4,000 miles. [6366]

56 Park Lane, W.1. Regent 4866

MORRIS MINOR

CHARLES RICKARDS, Ltd., offer:—

1949 (November) Morris Minor saloon, grey, total mileage 137, as new; £825. [6916]

1949 (November) Morris Minor saloon, maroon, total mileage 7,000; £750. [6916]

1949 (October) Morris Minor tourer, maroon, total mileage 1,800; £775. [6916]

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [7101]

S. G. SMITH (MOTORS), Ltd., offer:—

1949 Morris Minor, 1,500 miles only, red/beige upholstery; £785; 50 other guaranteed used cars. [6149]

S. G. SMITH (MOTORS), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444.

WADDINGTON MOTORS, Ltd., offer:—

1949 (November) Morris Minor tourer, one owner, immaculate; £695.—Fortune Green Rd., N.W.6. Ham. 2211. [6395]

MORRIS MINOR. 1949, 6,000 miles.—Mac, 52, Brambledown Rd., Wallington Surrey, 6397. [4459]

1949 Morris Minor saloon, maroon, beige upholstery, 3,000 miles, as new. [6916]

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [7006]

GORDON CARS (LONDON), Ltd.—1949 Morris Minor tourer, green, 5,000 miles.—Belov.

GORDON CARS (LONDON), Ltd.—1949 Morris Minor tourer, grey, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6776]

2000 miles only.—1949 (Oct.) Morris Minor tourer, throughout as new; £695.

A. Z. MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4725. [5913]

1949 Morris Minor saloon, grey, 3,000 miles; £745.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1942. [6654]

1949 Morris Minor tourer, grey with beige leather upholstery, 11,000 miles, immaculate throughout; £695.

HUNTERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 6222 and 3360. [6577]

1949 Morris Minor tourer, 3,000 miles, as new.—Autowork (Winchester), Ltd., Tel. Winchester 4834/3406. [6504]

H. A. SAUNDERS, Ltd.—1949 Morris Minor tourer, 2,000 miles.—Austin House, 140/144, Golders Green Rd., N.W.11. Speedwell 6011. [6482]

1949 (late) Morris Minor saloon, sliding roof, etc., entirely new condition.—John Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2538. [6506]

1949 Morris Minor saloon, black, 7,000 miles, as new, taxed; £715.—Dalston Motors, 517, Kingsland Rd., London, E.8. Clissold 4943. [1763]

1949 Morris Minor, maroon, beige leather, 3,000 miles only, spare unused, one owner.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. [6331]

1949 Morris Minor 4-str. tourer, 7,000 miles, green, as new; £665.—Roy Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Tel. Euston 2700. [7077]

1949 (Aug.) Morris Minor tourer, grey, beige leather, 9,000 miles; £695.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5734]

1950 Series Morris Minor, delivered after 1949 Motor Show, 2,700 miles, car literally as new, one of the cheapest and best offered; £735; 5 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley showrooms, 421, L High Rd., Finchley, N.12. Fin. 6221. [6092]

1949 Morris Minor saloon, black, beige leather upholstery, 6,000 miles, authenticated; £750.—Hendon Central, Hendon, Ltd., 42/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1425-4 [5881]

1949 (October) Morris Minor tourer, grey and chrome, beige leather upholstery, 4,400 miles, absolutely immaculate; written guarantee; £695; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7096]

1949 (November) Morris Minor tourer, finished in maroon, beige leather upholstery, speedo reading 6,700, one private owner, spare unused, absolutely unmarked; £760; trade enquiries invited.—B. J. Hunter, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [6721]

Morris Minor Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. [0716]

I NEED post-war Morris Minor immediately.—21, Kirkistall Rd., S.W.2. Tulse Hill 1288 (day).

1949 Minor saloon or tourer wanted, under 5,000 miles; about £650.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Write or phone 75532. [4587]

MORRIS EIGHT

J. CORYTON, Ltd., offer:—

1947 (May) Morris 8hp 2-door sun saloon, black, exceptionally clean and mechanically guaranteed; £595.

139—149, Fulham Rd., S.W.3. Ken. 1410. [3928]

G LANFIELD LAWRENCE offer:—

£525—1948 Morris 8 saloon, black.—407, High Rd., N.12. Finchley 0091. [5375]

1939 Morris 8 saloon de luxe, black with brown interior, one careful owner; £575.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [6459]

MORRIS EIGHT

G. P. (BALHAM), Ltd., offer:—

230 gns.—1937 Morris 8 saloon, excellent coachwork, good mechanical order, any trial choice of two.—2c. Balham Hill, S.W.12 (100yds. Clapham South Tube). Batt. 1107-8-9. [4784]

1948 Morris 8 4-door de luxe, leather upholstery, grey, clean and immaculate; £625.

BRIDGE MOTORS, Church St., Rickmansworth, Tel. Rickmansworth 2362. [1608]

1936 Morris 8 4-seater tourer, very reasonable chassis, coachwork road, taxed; £150.

TIMMS MOTORS, Colindale Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593-4. [3533]

165 gns.—1936 Morris 8 saloon, good condition.—Autosnips, 5, Balham High Rd., Balham 1508. [7020]

1946 (December) Morris 8 4-door s.h. saloon, 1 owner, clean; £525.—Cranmore, Tel. 2040. [3933]

WALTER SCOTT, Ltd.—1947 Morris 8 sun saloon, brown leather, excellent condition, one owner; £545.

1937 Morris 8 de luxe saloon, blue, excellent condition; £225.—College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube), Fri. 5914. [5697]

1947 Morris 8 2-door saloon, black, 24,000 miles, just fitted reconditioned engine, very good condition; £525.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [4341]

1939 Morris 8 4-door saloon, guaranteed; £335; payments—Oldfield, 4, Russell Gdns, Mews, Kensington. Park 7780. [7023]

1948 (Oct.) Morris 8 4-door saloon, black, brown upholstery, low mileage, immaculate condition; £625; 3 months' guarantee.

CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 0254. [6619]

1946 Morris 8hp saloon, mileage 25,000, one owner; £525.—John W. Whalley, London Rd., Bishop's Stortford, Tel. 181 and 182. [6505]

1948 Morris 8 de luxe saloon, 18,000 miles, beige and black, brown upholstery, one careful owner since new, spotless condition; £595.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton, G. Elmbridge 4583. [6161]

1938 Morris 8, engine just reconditioned, in exceptional condition throughout; £295; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hove, Mountview 5228 and 5774. [6623]

1939 (September) Morris 8 2-door de luxe saloon, black/brown leather; £570.—Vandervell's (Buyers of good used cars), 215, Haverstock Hill, N.W.1. Primrose 4441. [7456]

£545—Morris 8hp de luxe saloon, August, 1947, one owner since new, excellent condition, nominal mileage, fitted discs, spotlights, etc.; fully guaranteed in writing by

C. T. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. [6996]

1938 Morris 8 2-door saloon, black with red leather upholstery, in excellent condition throughout; £265.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5685]

1936 Morris 8 2-door saloon, black with blue leather upholstery, in very good condition throughout; £195.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [5683]

NAYLOR & ROOT, Ltd.—1948 Morris 8 4-door de luxe saloon, green, 6,000 miles only, any trial; £635; 3 months' guarantee; choice of 250 quality cars; demonstrations within 100 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [6936]

Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0716]

R ROWLAND SMITH'S, the Morris 8 buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. [0949]

C ASH buyers of low-mileage Morris 8s; distance no object.—Huttons, Lord St., Southampton. Tel. 2368.

S ERIES F saloons, in good condition.—Wards of Putney, 72, West Hill, S.W.15. Vandyke 1533. [5751]

R AYMOND WAY, the hire-purchase specialists, are still buying Morris 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5663]

MORRIS TEN

COLINDALE, offer:—

1947 Morris 10, reconditioned, all new tyres, as new; £695.—Colindale Service Station, 155, 157 and 159, Edgware Rd., N.W.9. Tel. Colindale 6122. [6563]

1936 Morris 10 de luxe saloon, in good condition throughout, taxed; £275.

COLES GARAGES, Worpole Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 3610. [6757]

179 gns.—1935 Morris 10 saloon, excellent condition.—Autosnips, 5, Balham High Rd., Balham 1508. [7018]

H. A. SAUNDERS, Ltd.—1939 Morris 10 saloon, 140/144, Golders Green Rd., N.W.11. Speedwell 0011. [6494]

1949 Morris 10 saloon, immaculate condition; £765.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [6574]

J ARVIS & SONS, Ltd., offer 1948 Morris 10 saloon, beige, leather upholstery, immaculate condition; £745.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6622]

1934 Morris 10-6 saloon, black with green leather upholstery, in very clean condition; £185.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051. [3936]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS TEN

495 gns.—Morris 10 October 1945 de luxe 4-door saloon, black, sliding head, brown leather, 12-conditioned engine, new tyres, excellent condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1556]

TANKARD & SMITH, Ltd., offer 1948 Morris 10 saloons, choice of two, both in black with brown leather, moderate mileage only, sunshine roofs, immaculate condition 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Fiamman 4801-2-3. [6519]

£455—The unusual Morris series M with immaculate and original bodywork, the back seats hardly look as though they have been sat upon; this car could easily pass for 1947, except that it is a 1939, in really original and superlative condition; 3 months' guarantee; hire purchase exchanges. [6519]

L AMBS OF WOOD GREEN, Finchley showrooms, 421, High Rd., Finchley N.12. Fin. 6221. [6086]

Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon. [6519]

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mounview 4401. [6801]

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [6519]

CASH buyers of low-mileage Morris 10s; distance no object.—Hastons, Lord St., Southport. Tel. 2268. [6519]

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [9718]

POST-WAR Morris 10 required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4438. [6519]

RAYMOND WAY, the hire purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5663]

MORRIS TWELVE

1935 Morris 12, c. £265, or 30 monthly instalments of £10/13/9.—Cooden Engineering Co., Bexhill. Tel. Cooden 600. [6992]

1938 Morris 12-4-door saloon, as purchased ex-M.O.S.; £275 quick sale; trade enquiries invited.—John Jordan, Sandy, Beds. Tel. 64. [6961]

£415—1939 Morris 12hp de luxe saloon, bodywork immaculate, interior excellent, whole vehicle genuine and 0000 value at this price; 3 months' guarantee; hire purchase exchanges. [6519]

L AMBS OF WOOD GREEN, Finchley showrooms, 421, High Rd., Finchley N.12. Fin. 6221. [6086]

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [6519]

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (10 lines). [5642]

MORRIS FOURTEEN

1939 Morris 14 saloon, black condition as new throughout, bargain: £425.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [4450]

£315—Morris 14 saloon 1937, finished in green and black, an immaculate car, suitable for the family.—M. B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [6582]

MORRIS OXFORD

ALLAN TAYLOR MOTORS, Ltd., offer:—
1949 Morris Oxford leather upholstery, fitted radio and heater; £975. [6519]

HIGH ST., Wandsworth, S.W.13. Vandyke 4433 (5 lines). [6519]

1949 Morris Oxford saloon; 15,000 miles, maroon leather, 4-door. [6519]

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [5732]

MORRIS OXFORD, 1949, factory mileage.—Mac. 12, Brambledown Rd., Wallington, Surrey, 6397. [6519]

1949 (Sept.) Morris Oxford saloon, black, as new; £950.—Grove Motors, North Rd., Southall 3477. [2909]

1949 Morris Oxford de luxe saloon.—Autowork (Winchester, Ltd. Tel. Winchester 4834/4840. [6500]

1949 Morris Oxford, fawn with beige leather upholstery, 5,000 miles; £975; terms; exchanges. [6519]

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Finsbury Rd., Sheffield, 1. Tel. 24687. [6872]

1949 Morris Oxford saloon, one owner, 5,000 miles; £950.—Broadway Motors, 67, High St., Hounslow, Tel. 0175. [6573]

1949 Morris Oxford saloon, green, 2,000 miles. £965. P. Dove Ltd. 111-115 Addiscombe Rd., Croydon, Addiscombe 3066. [1647]

1949 Morris Oxford saloon, nominal mileage; £885.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Walsington 6617/8. [9278]

JARVIS & BONS, Ltd., offer 1949 Morris Oxford saloon, colour green, 3 months' guarantee; £965.—Morris House, Morden Rd., S.W.19. Liberty 4656. [6894]

1949 (1950 type) Morris Oxford, 4,000 miles, beige, as new; £950.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1651. [5736]

1949 Morris Oxford saloon, black, beige upholstery, 7,000 miles, as new; £930.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1651. [5736]

1949 (July) Morris Oxford saloon, green, mileage 9,000; £965, as new; £940.—November Automobiles, 127, Parkway, Regent Park, N.W.1. Tel. Euston 2700. [7075]

1949 Morris Oxford saloon, black, beige upholstery, 7,000 miles, as new; £930.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1651. [5736]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Pontiac cars wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac. Wembley 3903. [8003]

RACING CARS
COOPERS GARAGE (SURREYTON), of Surreyton, Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821]

RAILTON
1935 Railton saloon, excellent condition. 4 new tyres. £175.
THE FORGE GARAGE (PETERSHAM), Ltd. 192 Petersham Rd. Petersham. Surrey Richmond 1854

1936 Railton 28hp saloon, very good order. fitted radio.—Autowork (Winchester). Ltd. Tel. Winchester 4834-3405. [0499]

MAJOR J. P. BARBER, 65, Linden Gardens, W.2 Bayswater 6753. All models up to 1947. 17hp 21hp 28hp coupes, saloons, tourers. [0467]

Railton Cars Wanted
A ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd., S.W.1: always buyers of good Railtons. [9836]

CASH immediately for good Railton.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7036]

RENAULT
RENAULT cars, spare parts, repairs & service.—Renault Ltd. Western Ave., Acton. W.3. Acton 3656 [0431]

ROUNDAABOUT offer:—
1939 Renault 12 drop head coupe, 29,000 miles recorded in original condition throughout; £350.
ROUNDAABOUT GARAGE, Western Ave., Greenford, R. Middx. Wuxlow 1071-5. [2027]

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton have a small selection. [0126]

1939 Renault 8hp, £325, saloon, completely reconditioned at cost of £250, showroom condition, 45mpg.—Box 7717. [6897]

1939 Renault 8hp saloon, immaculate condition. £325; terms, exchanges.—Lynch Garage (opposite G.P.O.), Oxford, Middx. Tel. 122 [0560]

1938 Renault 12hp saloon, recent engine overhaul good condition; £295.—L. F. Dove, Ltd., the Mid-Surrey Car Centre, Guildford Rd. Woking 1282 [0461]

1939 Renault 18hp saloon, black, engine just reconditioned, car excellent condition throughout; £325.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [0461]

1939 Renault 18 de luxe saloon, blue, mid-interior, clean condition, smart appearance; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [0629]

265 cns.—Renault, 12 November, 1939, drop head coupe, maroon, fawn leather, good tyres, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [0650]

£275.—Renault 18/4 fourseater drop head coupe 1939, finished in dark blue with blue leather interior and dark grey mohair top, especially outstanding mechanical order. £50 overhaul last month, very fast but economical car, outstanding opportunity.

CAMDEN MOTORS Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post free catalogue. Hire purchase, part exchanges, free delivery. [0435]

Renault Cars Wanted
ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube) Ham. 6041

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd. Surbiton Elmbridge 1873 purchase all models [0127]

RILEY
BROOKLANDS.
1949 Riley 1½-litre saloon, black, brown leather, fitted radio, speedometer reading 10,000 miles.
103 New Bond St. London, W.1. Tel. Mayfair 8351-6. [0651]

CLAND & TABOR offer:—
1938 2½-litre Riley Adelphi, very low mileage, and almost new condition; £375.
APPLY Welwyn 481. [7093]

TOM GARNER, Ltd., offer:—
1949 Riley 1½-litre saloon, green with green leather, radio, heater etc. 10,000 miles.
1950 Riley 1½-litre saloon, black, fawn upholstery, maroon with red leather, radio heater, etc. 6,000 miles.
TOM GARNER, Ltd. 10-12, Peter St., Manchester 2, Blackfriars 3265-6. [0643]

GUY SALMON AUTOMOBILES, Ltd., offer:—
1949 Riley 1½-litre saloon, black and beige with green and beige beige interior, 12,000 miles, fitted Ace rimbellishers; £1,375.
1949 Riley 1½-litre saloon, 16,000 miles, 1 owner, faultless condition; £1,375.—Portsmouth Rd., Thames Ditton, Emsbrook 5551-2-3. [0698]

H. A. SAUNDERS Ltd.—1947 2½-litre saloon.—Below

H. A. SAUNDERS, Ltd.—1949 2½-litre 3-seater, 5,000 miles.—Austin House, 140-144, Golders Green Rd. N.W.11. Speedwell 0011 [0486]

SUSSEX specialists for reconditioned Riley cars, repairs spares.—Lewes Motors Ltd., Lewes.

1949 Riley 1½-litre saloon, black, maroon leather, negligible mileage, one owner.—Below

1948 Riley 1½-litre saloon, black, fawn upholstery, radio, 12,000 miles only spare unused.—Rico, Ltd., 16 Albemarle St., Mayfair W.1. Regent 2952-4 [0633]

BEARTS of Kingston, Riley specialists since: spares repairs.—102, London Rd., Kingston. Kingston 3348

RILEY
1948 (September) 2½-litre black, H.M.V., mileage 11,000. £1,595, as new.—Cranmore, Tel. 2040 Putters Bar. [5931]

£365.—Riley 12/4 1937 4-dr. sal., a really well-kept car, Ace disc, exceptionally good mechanically; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50yds Holland Park Tube). [6880]

1946 Riley 1½-litre saloon, finished black, 39,000 miles; £300.—Jack Oiding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [6586]

GORDON CARS (LONDON), Ltd.—1948 Riley 1½-litre Utility saloon, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6770]

1949 2½-litre Riley saloon, radio, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6709]

1950 model Riley 2½-litre roadster, 2,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [6709]

1949 Riley 2½-litre 2-seater, mileage 7,000, black, trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [4809]

1938 Riley 1½-litre 12hp Adelphi de luxe saloon, in very nice condition throughout, £495; 3 months guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [6159]

1940 Riley 1½-litre d.h. coupe overhauled, re-cellulosed, new hood; £625.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [7065]

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The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

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1947 Riley 1½-litre saloon, nominal mileage, very clean inside and out; £325.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [6786]

1937 Riley saloon 12hp, Sprite engine, extremely sound condition; £325.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [6422]

1948 (June) 2½-litre Riley 4-dr. sal. fitted Tickford conversion top, moon, as new, 14,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6348]

1946 (Nov.) Riley 1½-litre saloon, black, all green leather, 1 owner, 21,000 miles, as new; £300.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [5737]

WALTER SCOTT, Ltd.—1933 Riley 9 Monaco saloon special twin carburetor engine, excellent for age. £185.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [4788]

425 cns.—Riley Sprint 1936 1½-litre super sports 2-seater, gun metal, leather upholstery, Scintilla Vertex, very good condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [0610]

£925.—January, 1947, Riley 1½-litre 12hp saloon, one of the best examples of a post-war Riley we have ever handled, immaculately finished in sparkling maroon, whole car scrupulously maintained by one very fastidious owner and serviced solely by main distributors right from new; this car has never been over-driven or harshly used, mileage run would not be out of keeping in a 1949 model; open to any inspection by A.A., R.A.C. or other qualified engineer and covered by a comprehensive written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Hire-purchase, part exchanges, free delivery. [6994]

Riley Cars Wanted
THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 5434. [0969]

Riley Cars Wanted

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983]

CAPFYNNS, Ltd., are good buyers of post-war Riley cars.—Chapel Rd., Worthing. Tel. 2340. [9656]

CASH buyers of low-mileage 1½-litre Rileys, distance no object.—Haitons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [6696]

BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6522. [7735]

JACK ROSE, Ltd., require low mileage post- and pre-war Riley cars.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. [6296]

APPROACH us first before disposing of your Riley car.—Tanard & Smith, Ltd., 236-232, High Rd. N.15. Stamford Hill 3291-2-3. [7055]

URGENTLY required 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialist, Sharnhurst Lane, Botley, Southampton. Tel. Botley 132. [3620]

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station N.2. Tudor 2301-2. [7395]

URGENTLY required, low-mileage 1947-9 Riley 1½- or 2½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Christchurch, Hants. Tel. 1681. [6395]

Riley Spares and Service

ARCOT MOTORS, Ltd.—Free-selector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238]

BOON & PORTER, Ltd.,
RILEY distributors.—Spares and specialised service.—Cassidy, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147]

PERFORMANCE CARS for pre-war Riley spares, repairs.—Daicham Mews, N.W.3. Hampstead Hill. [0147]

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961). [0472]

HARTLEY'S for Rileys, spares and service.—165-171, Stansted Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246]

PRESELECTION gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 25, Grant Rd., Addiscombe, Croydon. Surrey. [0781]

WHEN in the West consult the Riley specialists; comprehensive stock of spares and immediate attention.—Fassey Motors, Ltd., 176, Kellaway Ave., Bristol, 7. Tel. 43069. [0254]

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Cargers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092]

RILEY distributors for 29 years.—Comprehensive list of spares; quotation and advice invited, send your engines for complete overhaul by specialists.—Moat's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [1258]

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ROLLS-ROYCE specialists 40 years.

1937 30hp Rolls-Royce saloon with division by H. J. Mulliner.

1935 23hp Rolls-Royce Tickford with division.

1934 25hp Rolls-Royce sports saloon by Hooper.

1933 25hp Rolls-Royce saloon with division by Park Ward.

1932 25hp Rolls-Royce sports saloon by Hooper.

1933 delivery Phantom II, fitted with van type body by Windover, G. licence.

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1948 Silver Wrath seven-seater limousine by Park Ward.

1938 touring saloon, by Rippon, black with Air Force blue leather upholstery, good condition.

1937 Phantom III seven-seater limousine by Rippon.

1936 (Nov.) 30hp touring limousine by Rippon.

1935 Phantom II drop head coupe by Gurney Nutting.

1934 25hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

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PADDON BROS., Ltd.
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PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.
60, Cheval Place, London, S.W.7. Kensington 9477. [0097]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY, Ltd.
LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to 12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [10085]

HOFFMANN'S GARAGE, Ltd.
Huddersfield Rd., Halifax.
GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
NATIONAL motoring organisation.
ROLLS-ROYCE Phantom III sports saloon by Abbott; ref. H.4783.
ROLLS-ROYCE Phantom II sports saloon by Barker; ref. H.4478.
ROLLS-ROYCE Wraith sports saloon by H. J. Mulliner; ref. H.5697.
All cars carry our unique six months' guarantee; please write or phone for details to:—
HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorks.
TEL. Halifax 5944 [6609]

HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444.
1937 Rolls-Royce Phantom III, body by Windover, brown leather interior, colour dark maroon, car has been completely recoloured, 6665 mechanical overhaul November 1949, car in immaculate condition; £2,000.
HAROLD PERRY, Ltd., Invicta Works, 279, Ballard Lane, North Finchley, N.12. Tel. Hillside 4444. [9308]

FOX.
OFFER the following from their specially selected stock.
1936 Windover touring limousine with folding head, Rolls-Royce 20/25hp chassis, painted black; an ideal town carriage; £1,325.
H Bond St., W.1. Tel. No. Regent 7687.
FOX. [6741]

CAR MART, Ltd.
SEE advertisement on page 40. [5922]

R. MORTLAKE.
1936 25hp Rolls-Royce owner-driver sedan. A C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155. [5359]

A CLAND & TABOR, offer:—
66000 miles.—Rolls-Royce 25/30 Thrupp & Maberly saloon with Tickford folding head, overhauled by makers 1939, since when mileage approximately 2,000, equal to a new car; £1,250.
A J ELY Watlyn 451. [7091]

JACK OLDING OF MAYFAIR,
OFFICIAL Rolls-Royce and Bentley retailers.
OFFER:—

1949 (Dec.) Rolls-Royce Silver Wraith 4-door saloon by James Young, dark green with grey top, green leather, 41,000 miles.
1939 Rolls-Royce Wraith Park Ward saloon with div., green with red leather.
1933 Rolls-Royce 20/25 engine, drive limousine by Hooper, black with blue leather front, fawn cloth to rear, mileage 34,000.
DELIVERY of new and used cars quoted on application.
A UDLEY House,
NORTH Audley St., W.1. Mayfair 5242. [6587]

HAROLD RADFORD & Co., Ltd.,
INVITE you to call and inspect their unique selection of Rolls-Royce cars.
1939 Rolls-Royce Wraith four-light Windover razor edge saloon disappearing division, built-in boot; mileage 35,500.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines). [4777]

GUY SALMON AUTOMOBILES, Ltd., offer:—
ROLLS-ROYCE Phantom III 1937 series 4-door owner-driver sports saloon, 27,000 miles, superb condition; £1,795.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3 [6108]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.,
OFFER the following:—
1937 25-30 Rolls-Royce saloon with division by James Young, any trial or examination.—47 Sloane St., S.W.1 Tel. Sloane 9295 [6899]

1935 Rolls 7-passenger limousine seats facing forward, privately owned, bargain; £950; terms, exchange.—61 Albert Embankment, S.E.11. Reliance 4016 [3608]

ROLLS-ROYCE

MASCOT MOTORS, Ltd., offer the following:—
1936 (Nov.) 30hp sports saloon by Young.
1935 (Oct.) 25hp sports saloon by Arnold.
1935 25hp streamlined fourours coupe by Barker.
1935 25hp streamlined sedans by Gurney Nutting.
1933 25hp streamlined fourours coupe by Free-stone & Webb.
1931 (Nov.) 40-50hp 4-light saloon with division.
1930 25hp 4-light saloon by Carlton.
WE are anxious to purchase 20hp and 25hp Rolls Royce and 3½-litre Bentleys with all types of coachwork.
MASCOT MOTORS, Ltd., 237, Kennal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [6906]

1933 Rolls-Royce 25hp saloon; complete overhaul, showroom condition.—Box 7727. [6975]

OWNER-DRIVER 30hp 1936, Barker Coachwork, four door saloon, leather throughout, reasonable mileage, meticulously maintained; £1,385.
OWNER-DRIVER 1939, Wraith Park Ward 4-door semi razor edge saloon, black leather throughout, capacious boot, exceptional carriage, reasonable cost. Seen:—Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair 2941 [6524]

PHANTOM II Rolls-Royce, unused since 1939, fitted with new limousine coachwork, sacrifice 2500.—Lawton Goodman, 36, North Audley St., W.1. [2360]

CLARKE'S OF PIRBRIGHT, Automobile Engineers, Telephone No. 400, 222/2, official appointed retailers of Rolls-Royce and Bentley cars, offer:—
1935 20/25 owner driver saloon by Mann Egerton, finished in black, with brown leather upholstery, disc wheels, 69,000 miles, overhauled by Rolls-Royce at 52,000 miles; this car is in first-class condition having had only one owner and maintained by Rolls-Royce; £1,500. [4000]

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bourne-mouth, Tel. 1272-3, officially appointed Rolls-Royce retailer and repairers; reliable used cars in stock. [4371]

1936 25 Rolls-Royce owner-driver saloon, small mileage, 2 owners, exceptional condition.—Frank Dale, 66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken. 6860. [1736]

LIMOUSINES.—20/25hp and 25/30hp Hooper limousines, mileages all under 40,000, not ex-hire, from £1,200.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [1527]

1931 (October) Rolls-Royce 20-25 Barker saloon with division, fast sideways additional seat, one private owner-driver only, passed by makers 1940; £680.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3500. [1527]

HOOPER & Co. (COACHBUILDERS), Ltd., 54, St. James's St., S.W.1, offer advice on the purchase of new and second-hand cars and will be very pleased to show customers round their factory at Western Ave., Acton, W.3. Official Rolls-Royce and Bentley retailers.

1940 Rolls-Royce Silver Wraith touring limousine, Mulliner body, finished black with grey leather upholstery, 40,000 miles, genuine; over £100 recently spent on this car at the makers; new tyres.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3051-2. [6393]

1933 Rolls-Royce owner driver saloon for sale, perfect mechanical condition, complete overhaul with new engine, colour black with heavy chrome trim, 1950 appearance, luggage boot, every accessory, 7 horns, 6 new Goodyear Eagles; room for 6ft driver and ditto rear seats; private owner wishes to exchange for 1938 or 1939 owner driver saloon (no partition) with cash.—Box 7663 [6465]

A & S (Limousine Specialists) offer unique selection of Rolls-Royce (sweet tail) Limousines.
LIMOUSINES 25hp 1933, partition, 7-seater, leather throughout. £620.
LIMOUSINES 1934 25hp Hooper, partitioned, widest occasional, black, exceptional throughout, selection £925.

LIMOUSINES 1935 25hp Barker, swept tail, widest occasional, black, immaculate. £1295.
LIMOUSINES 1936 25hp Thrupp, swept tail, partition, forward occasional, low mileage. £1355.
LIMOUSINES 1936 30hp Barker, partition, widest occasional, swept tail, black, original owner.

LIMOUSINES 1937 30hp Windover, swept tail, widest occasional, partition, black, superb. £1730.
LIMOUSINES 1938 Windover 50hp, swept tail, partition, widest occasional, black, beautiful carriage.
LIMOUSINES 1939 Wraith 50hp Thrupp & Maberly, L. partition, widest occasional, black, genuine 15,000, delightful condition.

LIMOUSINES 1935 Phantom II Hooper, partition, widest occasional, black, exceptional condition. £1135.
ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines) direct from the Providence Court, North Audley Street, Mayfair 2941. [6516]

Rolls-Royce Cars Wanted

S G
OUR demand is urgent.
OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies, London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516]

C
THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320 Euston Rd., N.W.1. Euston 1213.

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. [1680]

Rolls-Royce Cars Wanted

J. MARSHALL.
WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.
J. MARSHALL, 869, St. Albans Rd., Watford, Tel. Garston 2369. [5759]

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hamstead High St. (Hamstead Tube), Ham. 6041.
always purchase modern 25/30hp, saloons, preferably with boot, also required; 25/30hp. limousines, 1933/1948.

A & S urgently need Phantom II also Phantom III saloons and limousines; prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square Mayfair 2941. [6514]

RIPPOBROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers, wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [10015]

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex, Crawley 437. [9666]

THE BASINGSTOCK MOTOR CO. purchase 20/22 and 20/25, early 25/30 late Phantom II; any coachwork considered; tourists especially wanted.—By-pass Rd., Basingstoke. [7875]

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers, are interested in the purchase of Rolls-Royce cars in first-class condition. Mayfair 5242. [0615]

CHARLES FOLLETT, Ltd., Officially appointed retailers and repairers, buy good late cars.—11, Berkeley St., W.1. May. 6266. Service work at stores; 12, Wellesley Ave., W.6. Ave. 1413. [8564]

Rolls-Royce Spares and Service
JACK BARCLAY, Ltd.,
LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625]

J.R. ENGINEERING Co., Ltd.
WILL supply bumpers for Continental or pre-war models of Rolls-Royce and Bentley cars; state chassis number.—Pound Lane, Willesden, N.W.10. Willesden 0054. [3761]

W. M. COOPER, Ltd., Catherine St., St. Albans 4343
SPARES and service. The only official appointed Rolls-Royce special retailer and repairers in the county of Hertfordshire. [0623]

CHARLES FOLLETT, Ltd., Officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE PARTS.
SERVICE: 12, Wellesley Ave., W.6. Riv 1413. [8568]

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Croy. 7464. [1197]

A.L. spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1670]

CAR MART, Ltd.
SEE advertisement on page 40. [5929]

BROWNS for Rovers.
1939 Rover 10hp saloon de luxe, immaculate condition throughout; £595.—Brown's Garage, Loughton (Essex) 4119 (Tues). [7640]

1938 Rover 10 de luxe saloon good tyres, excellent condition; £395.—for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [1670]

1946 Rover 10 saloon, black, brown leather, immaculate condition, 1 owner.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6943]

ROVER 12
£495—1939 Rover 12 6-light saloon black in excellent condition throughout.
MAKIN & HARRISON (MOTORS), 498-6 High Rd., Chiswick, Chiswick 0556/6919. [1563]

GORDON CARS (LONDON), Ltd.—1947 Rover 12hp saloon, grey, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611 [1677]

1938 Rover 12 de luxe sports saloon, almost immaculate condition; £550.—Northways Garage, Swiss Cottage, N.W.5. Primrose 1127. [6970]

1935 Rover 12 de luxe saloon, black, green hide upholstery one owner since new genuine mileage 53,000, rebored at 48,000 taxed, £365.
REID S.W.15. Tel. Putney 3593-4 [1700]

£300—1935 Rover 12 blue saloon, rebored, recent respray one owner, good running order.—Oates & Cavendish Ave., N.W.5. Tel. Cus 6702 [1668]

1947 (May) Rover 12 sal. 10,000 miles, black, Williams Motors, Colindale Rd., Upper Richmond 8 Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6850]

1947 Rover 12, low mileage, chauffeur driven, serviced by Rovers, fitted radio and heater. £945; terms available.—Witham's Motors, Ltd., 18, Balham Hill, London, S.W.12. Battersea 3380-3769. [7048]

ROVER 14
1937 Rover 14 de luxe saloon, excellent, guaranteed; £395; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1519 [7014]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BROOKLANDS.
1947 Rover 14hp saloon, black. Bedford cord, speedometer reading 11,000 miles, exceptional throughout.
103 New Bond St., London, W.1. Tel. Mayfair 8351-6. [6652]

BROWNS for Rovers.
1939 Rover 14hp saloon de luxe, immaculate condition throughout; £595.—Brown's Garage, Loughton (Essex) 4119 (Tube). [6398]
1936 Rover 14hp sports saloon, perfect condition; £325 or near offer.—495, Fulham Rd., S.W.6, Fulham 5843. [6393]

ARCHIE SIMONS & Co., Ltd.—1939 Rover 14 saloon, reconditioned throughout; £625.—94, Gt. Portland St., W.1. Lan. 1343. [7100]

1947 Rover 14hp de luxe saloon, 16,000 miles, genuine, fitted radio and heater, really unmarked; 985gns; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd. 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [6157]

ROVER 16
1946 (Dec.) Rover 16 sal., black, brown leather, radio, unmarked.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6351]

1947 Rover 16 saloon, black/tawn, H.M.V. radio, heater, low mileage, in original condition throughout; £1,175.—Odeon Motors, Ltd., Barnet 4100. [6945]

1940 (registered April) 16hp Rover saloon, black, brown leather upholstery, works maintained, in magnificent order, set of new tyres just fitted, privately owned, radio, price £750.—Ross, Wykin, Hinckley, Leics. Tel. Hinckley 535. [6852]

ROVER 60 & 75
CAR MART, Ltd.
 See advertisement on page 40. [5928]

TOM GARNER, Ltd., offer:—
1948 Rover 75 P.3 6-light saloon, black with red leather, 6,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 5685. [6336]

WARWICK WRIGHT, Ltd., offer:—
1948 Rover 60 sports saloon, black, brown leather, 15,000 miles. £1,395.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5076]

MANN EGERTON & Co., Ltd., offer:—
1948 Rover 60 saloon, green with green leather upholstery, under 9,000 miles, immaculate condition.
14 Berkeley St., London, W.1. Regent 2073. [6425]

1949 (Sept.) Rover (75) sports saloon, black, 17,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5564. [6702]

1948 (July) Rover 60 sal., black grey leather, radio, 11,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [6356]

1948 Rover 75, 15,000 miles, excellent condition. £1,360.—Clayton's Cars (London), Ltd. 337 Euston Rd., London N.W.1. Tel. Euston 5228 (5 lines) 16420. [6240]

1948 Rover 75 de luxe saloon, finished green, leather upholstery, heater, genuine, 8,000 miles only, as new throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [13501]

1948 (July) Rover 60 de luxe 6-light saloon, finished black with grey leather upholstery, 10,000 miles only, fitted built-in radio, heater, taxed, as new throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [14446]

1948 Rover 75 de luxe saloon, finished green, leather upholstery, heater, genuine, 8,000 miles only, as new throughout; trade enquiries welcomed.
MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [14446]

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ROVER 14
HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
ENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—

MANCHESTER (Blackfriars 7843).
BRISTOL (Bristol 21326).
BOURNEMOUTH (Bournemouth 6314).
NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).
STREATHAM (Streatham 7751).
HOUSLOW (Houslow 5454).
FINCHLEY (Finchley 0061).

GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0029]

ORDER your new Rover from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28237-3. [0213]

1939 Rover saloon, black-brown, 40,000 miles, excellent; £585.—L. F. Dove, Ltd., The Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [6470]

CAMDEN MOTORS.—Rover 10hp saloon de luxe 1939, smart modern lines like post-war Rover 10, external rear boot, disc wheels, and other features, clean black finish with blue leather upholstery, sound mechanical order, all Good-year tyres as new, genuine value at £595.

CAMDEN MOTORS.—Rover 10hp saloon de luxe November 1947, immaculate little car, smart Rover-grey finish with blue leather upholstery which has been fitted with tailor-made loose covers throughout, fitted Fram coil, H.M.V. radio and heater, one owner, carefully and very sparingly used; £295.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, first registered Feb. 1940, original condition throughout even to the head lining and mats, black with green leather upholstery, sound mechanical order, all Good-year tyres as new, genuine value at £595.

CAMDEN MOTORS.—Rover 12hp sportsman's 4-light saloon, 1938, one owner since new, quite fastidiously maintained, outstanding opportunity to acquire one of these most desirable sports saloons, at a really competitive price; £495.

CAMDEN MOTORS.—Rover 12hp saloon de luxe 1946/7, sparkling condition throughout, black coachwork with green leather interior, one owner only since new, nominal mileage, fitted radio, etc.; £975.

CAMDEN MOTORS.—Rover 14hp special speed sports saloon 1935, scarce and very much sought after model, handsome streamlined bodywork in immaculate shade of Rover-grey with grey leather, very fast car, terrific performance and acceleration, all new Dunlops; £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1937, black, brown leather, particularly outstanding mechanical order, several useful extras; £395.

CAMDEN MOTORS.—Rover 14hp sports saloon 1938/9, special four-light model finished in attractive maroon with upholstery to match, recent reservicing and overhaul by London distributors; opportunity at £595.

CAMDEN MOTORS.—Rover 14hp saloon de luxe 1939 (Feb.), original Rover-grey with blue leather, excellent condition, scarce, moderate mileage; £635.

CAMDEN MOTORS.—Rover 14hp fourseater d/h coupe 1939, very scarce model, Tickford bodywork, finished suede green, late type instruments and features, new dark grey mohair hood, engine rebored and sleeved March 1950, specially recommended for its mechanical order; £695.

CAMDEN MOTORS.—Rover 16hp saloon de luxe 1938, black with green leather, very sound mechanical order, new Firestone tyres, discs, etc.; £445.

CAMDEN MOTORS.—Rover 16hp saloon de luxe 1946, immaculately maintained by one owner, small mileage; £895.

CAMDEN MOTORS.—Rover 75 sportsman's four-light saloon 1949, black, green leather, tip-top condition, maintained solely by distributors since new, one owner, H.M.V. radio, mobile, etc.; genuine opportunity at £1,425.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (five lines). Nearly 400 cars ready for immediate purchase. Write for post-free catalogue. Easy and confidential hire purchase, part exchanges. Purchaser's fares refunded in full from any part of the country. Free delivery anywhere in the United Kingdom. Showrooms open until 8 p.m. Mondays to Saturdays. [7001]

ROVER CARS WANTED
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434 [0971]

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
ENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0030]

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HENLYS, Ltd., England's Leading Motor Agents. [0030]

ROVER CARS WANTED
THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3434 [0971]

HENLYS, Ltd.,
ENGLAND'S Largest Rover Distributors.
DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).
ENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
GREAT WEST RD. (Ealing 3477).
CAMDEN TOWN SERVICE STATION (Gulliver 4141).
HENLYS, Ltd., England's Leading Motor Agents. [0030]

ROVER CARS WANTED
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ROVER CARS WANTED
ROWLAND SMITH'S, the Rover buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.
URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [6138]

CAFFYNS, Ltd., are good buyers of post-war Rover cars.—King St., East Grinstead. Tel. 717. [9854]

POST-WAR Rover required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5242. [0816]

LBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking, Tel. Ripplaway 1285. [0484]

ROVER 10 saloon wanted, not earlier than 1939.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [6397]

BLAKES, Rover agents, will purchase any non-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 5222. [1776]

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 50s and 75s; distance no object.—Huttons, Ltd., Southport. Tel. 2268. [0800]

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station N.2. Tudor 2301-2. [17396]

DAVID ROSENFELD, Ltd., Rover Distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [6554]

WANTED, a 1939 Rover 12 or 14 saloon car in A1 condition to replace a 1937 one.—Details and price to G. T. Reed & Co., Assessors, 16, Orchard St., Bristol, 1. [6291]

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 8044 (10 lines). [5943]

ROVER CARS WANTED
DRY'S GARAGE, Ltd., Kenyon Rd., Kenton. Rover main agents. Sales and service: Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. [7127]

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [04043]

DAVID ROSENFELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555]

SINGER
ELITE MOTORS offer:—
1947 Singer 10 4-door de luxe saloon, in immaculate condition throughout, black with brown leather interior, mileage 20,000, very attractive appearance, fitted with Notes 8,000 miles. £595.
ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (4 lines). [6615]

1938 Singer 9 Bantam saloon; £250; and
1936 Singer 9 Bantam saloon; £195.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [5145]

THE SINGER DISTRIBUTORS.—1936 Singer Le Mans.—Below.
THE SINGER DISTRIBUTORS.—1947 Singer 10.—Below.
THE SINGER DISTRIBUTORS.—1939 Singer 9 roadster.—The Singer Distributors, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. [6489]

149 gns.—1936 Singer 9 saloon, excellent condition.—Below.
265 gns.—1937 Singer Le Mans Special Speed, 5-seater, excellent condition.—Autospins, 5, Balham High Rd., Balham 1509. [7019]

GORDON CARS (LONDON), Ltd.—1949 Singer S.M. 1500 saloon, black, 11,000 miles.—Below.
GORDON CARS (LONDON), Ltd.—1949 Singer S.M. 1500 saloon, beige, 8,000 miles, radio.—Below.
GORDON CARS (LONDON), Ltd.—1948 Singer 10hp saloon, black, 10,000 miles, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 5611. [16773]

1949 Singer S.M. 1500 saloon, 12,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane W.C.2. Tem. 5568. [6703]

£345—Singer 10 saloon, recent check and new parts fitted by experts, inspection appointment.—R. Sadd, 21, Chelsea Square, S.W.3. [6891]

245 gns.—Singer 9, June, 1934, Le Mans sports 2-seater, red, red leather, 2 spare wheels, very good condition; taxed; terms, exchanges.—Rowland Smith, below.

145 gns.—Singer 9, 1934 model, sports 4-seater, cream and green, Windstone horns, Marchal spotlight; taxed; terms, exchanges.—Row and Smith, below.

575 gns.—Singer Super 10, June, 1947, de luxe 4-door saloon, black, sliding head, brown leather, one careful owner, small mileage, exceptional condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. [6555]

HAMILTON MOTORS (LONDON), Ltd., offer: 1948 Singer 10 de luxe 4 door saloon, very good condition; £625.—486-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [6595]

1938 model Singer Super 12hp saloon, perfect condition, any trial, £400; exchange considered.—Kingston Garage, Springhead Anlaby, Hull, Tel. 42136, evenings Ferryby 67X. [3903]

1938 model Singer Super 12hp saloon, perfect condition, any trial, £400; exchange considered.—Kingston Garage, Springhead Anlaby, Hull, Tel. 42136, evenings Ferryby 67X. [3903]

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1938 model Singer Super 12hp saloon, perfect condition, any trial, £400; exchange considered.—Kingston Garage, Springhead Anlaby, Hull, Tel. 42136, evenings Ferryby 67X. [3903]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SINGER

MAYFAIR GARAGES, Ltd.—1937 9hp Bantam de luxe sliding head saloon, blue and black, blue leather, good tyres, smart car in excellent condition, taxed, 3 months' guarantee; £195.
MAYFAIR GARAGES, Ltd., Balderton St. (opp. Sel-fridges clock), Mayfair, W.1. Tel. Mayfair 5104-5105. (1949)

Singer Cars Wanted

R **ROWLAND SMITH'S**, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1986)
R **AYMOND WAY**, the hire-purchase specialists, are still buying Singers and have unlimited cash available. Canterbury Rd., Kilburn, N.W.8. Maida Vale 8044 (10 lines). (5129)

Singer Spares and Service

A **UTOMENDERS** are specialists in Singer service and overhauls.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (0754)
G **ORDON CARS (LONDON), Ltd.**, the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.
S **INGER** spare parts for 9, 10 and 12hp 1936/1949 S models; piece-gate chassis No. Singer Distributors for Somerset & S. Glou.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. (0217)

SPORTS CARS

B **LAKES**.
T **HE** Northern Sport and
R **ACING** Car Specialists.
B **UY** and sell racing and sports cars of all types. Specialists in vintage Bentley; write for lists and quotations.
J. BLAKE & Co., Ltd.
 110, Bold St., Liverpool.
R **OYAL** 6622. 'Grams: Autocar, Liverpool. (5873A)
C **HARACTER** CARS.

O **FFER** a selection of vintage and sports cars, 2- and 4-seaters, in far above average condition. Please telephone for details of current stock.
S **ELL** LOSING service par excellence, expert, honest and inexpensive workmanship; immediate quotation a pleasure.
P **ARTICULARS** of vintage and sports cars for disposal with photographs and price required will be gratefully received and acted upon immediately.
C **HARACTER** CARS, 124-126, Haydon Rd., Wimbledon, S.W.19. Liberty 7077-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. (7125)

B & G **MOTORS** offer:—
 £265.—Triumph 16hp Monte Carlo open sports 4-seater, immaculate British racing green cellulose, new hood and tonneau cover, engine has just been completely overhauled including sleeve to standard and fitting new pistons, valves, big ends and main, etc., new battery, bills available for over £100, mileage since approximately 50 miles only.
 £245.—Singer 2-seater 1936 model, 2-seater cream cellulose, new hood, red upholstery, fold flat and 2 servo screens, definitely a thing of beauty.
 £145.—Singer 9 open sports 4-seater, cream with red mudguards, new safety glass, twin carbs, fold flat screen, goes really well and of very smart appearance, an opportunity at this low figure.
 Any others—B & G Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. (7104)

R **AYMOND WAY**, the hire purchase specialists.
R **AYMOND WAY**, of Kilburn.
 50 sports cars of all types under £300.
 5% discount for cash customers.

C **ARS** and motor cycles wanted in part exchange
R **AYMOND WAY**, Canterbury Rd., Kilburn, N.W.8. Maida Vale 8044 (10 lines). (3577)
S **PEEDSTERS, Ltd.**—The finest sporting cars in the country.
S **PEEDSTERS, Ltd.**—Lancia Aprilia, 1938, completely reconditioned at cost of £235, all bills shown, exceptionally attractive price.
S **PEEDSTERS, Ltd.**—4½ Bentley Speed model sports saloon, condorwork, recent McKenzie overhaul, exceptional chassis, realistic price.
S **PEEDSTERS, Ltd.**—Offices at "Old Stradlers," Cross Oak Lane, Salfords, Nr. Redhill, Surrey. Horley 628. 28 minutes from Victoria. (6568)

A **NTHONY CROOK** offers:—Post-war Fraser Nash, also Healey, Fraser, Nash-B.M.W., Lagonda. See adverts under Classified Sections.—Anthony Crook, Catherham Hill, Surrey. (3481)
H. A. SAUNDERS, Ltd.—V.S.C.S.M. Special, first registered Feb. 1949 Mercury engine, 4-speed gear box, 120 yds Kilburn Park Station, Bakerloo Line) 1949, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (6490)
RICHARDS & BROWN offer: Bentley 4½-litre 2/3-R saloon, exceptional condition and performance, £395; Fraser Nash 4½-litre Boudier Vitesse, red leather, outside 2-seater, 50mph, £235; part exchanges—2. Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487. (3497)

495 gns.—Jaguar 100 1939 3½-litre super sports 2-seater, 120 yds Kilburn Park Station, Bakerloo Line) 1949, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (6490)
495 gns.—Jaguar 100 1939 3½-litre super sports 2-seater, 120 yds Kilburn Park Station, Bakerloo Line) 1949, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (6490)
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J. H. BARTLETT offers.—Alfa-Romeo 2.3 100mph coupe, £475; Alfa-Romeo 1750 supercharged 2-seater, choice of two, Delahaye 1534 sports saloon, £1,150; Fraser Nash-B.M.W. 37/55 coupe, £875; Healey standard saloon, £1,350; Healey Silverstone, choice of two; Barchetta Type 46 saloon, £550; Invicta 1000hp 4-seater, £595; Talbot Bantam car, £495; M.G. 1946/47, 6,000 miles, £595; and many others.—27a, Pembroke Villas, W.11. Bayswater 0523. (4962)

SPORTS CARS

C **HIPSTEAD MOTORS, Ltd.**, Onslow Garage, 197, Fulham Rd., Kensington, S.W.3.—Allard 1949, late streamlined 2-seater, Renault blue, low mileage, very new, maroon; Healey 1949 model special streamlined fixed head coupe, low mileage, cost £2,750, 1 owner, Lagonda 4-seater, 4-seater, works maintained and overhauled, late 1936, racing green; Lancia Aprilia sports saloon, November 1938; Mercedes (see our Mercedes advert); Talbot 110, ex-Mike Coupar record car, completely rebuilt and road equipped, ready shortly; Alvis Speed 25 sports saloon, 1939, showroom condition.—Flaxman 0052. (7003)

P **ERFORMANCE CARS**, the sports car specialists, of 21, Daleham Mews, Belsize Lane, N.W.3. (Ham. 6041) offer with 3 months' written guarantee: 1939 Alfa Romeo 182hp 2.3 drop head by Pini Pininfarina, £600; 1943 (1942) Ford Mercury 30hp super de luxe saloon (£10 tax), reconditioned engine, £475; 1939 Triumph Dolomite 14-65 drop head roadster, specimen car, £455; 1937 A.C. 2-litre 16-80 competition 2-seater, £435; 1925 Bentley 24.8hp 3-seater 5-litre chassis, 4½-litre engine, £375; 1928 Bentley 4½-litre tourer, £225; 1937 Renault 18hp drop head fourseater, £194; 1934 4½-litre pillarless saloon, £265; 1932 Aston Martin 1½-litre 4-seater tourer, £295; 1936 Ford V8 30hp roadster de luxe, £225; 1935 ale Special 7.9hp 2-seater, £225; 1937 Renault 18hp drop head fourseater, £185; 1934 Talbot 14hp sports saloon, £185; 1933 Wolseley Hornet 12hp 4-seater, £175; 1936 Morris 8hp 4-seater tourer, £175; 1935 Studebaker 25hp Dictator saloon, £150; 1930 Sunbeam 20hp 4-seater tourer, £85; 1930 Morris Oxford 14hp 2-seater with dicky, £55; 1923 Rolls-Royce 21.5hp tourer, rough, £100; 1924 Rolls-Royce 21.6 chassis only, £100. See also M.C. part exchange, hire purchase, immediate insurance on any car. (7011)

Sports Cars Wanted

R **OWLAND SMITH'S**, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.
B **ARTLETT**—We are interested buyers of all sports cars.—27a, Pembroke Villas, W.11. (9409)
P **ERFORMANCE CARS**, of Daleham Mews, Belsize Lane, N.W.3 (Ham 1111).—The sports car specialists, buy sports cars for cash immediately. (5899)
E **XCHANGE** 1939 2-litre Triumph Dolomite saloon for 4½-litre Bentley 30-98, Rolls Twenty, or other good vintage car, with cash adjustment.—Box 177. (7072)

A **UTOMENDERS** are enthusiastic repeaters, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. (0753)
S. S. Cars Wanted
R **OWLAND SMITH'S**, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0988)

STANDARD 14

1947 Standard 8 saloon, grey, speedo, 28,000, very nice condition throughout; £495.
F **ERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Glia. 2234. (6112)
1945 Standard 8 saloon, nice order; £410.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (7063)
H. A. SAUNDERS, Ltd.—1947 Standard 8 tourer, H. Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (6488)

1947 (May) Standard 8 tourer, black, 11,000 miles, nice condition throughout; £495.—Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (6353)
1946 (September) Standard 8 saloon de luxe, black; £450.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (5606)
1948 Standard 8 saloon, low mileage, immaculate condition.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. (7087)

1947 (October) Standard 8 saloon de luxe, 11,000 miles, black; £510.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (3928)
1947 Standard 8 saloon, almost spotless inside and out, blue, low mileage, £475.
 —Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. (7064)
280 gns.—1939 Standard 8 sun saloon, black, leather upholstery, genuine post-war condition; £100 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Fulse Hill 3211. (5818)

1946 (June) Standard 8hp de luxe saloon, black, brown leather, moderate mileage, very sound and in nice condition, taxed; £450.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. (8731)
H. A. SAUNDERS, Ltd.—1939 Standard 9 saloon.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (6487)
£165—1936 Standard 9 saloon, black, clean condition, taxed; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (6631)

STANDARD 10

G. P. (BALHAM), Ltd. offer:—
325 gns.—1939 Standard 10 4-door de luxe saloon, reconditioned throughout, any trial—2c. Balham Hill, S.W.12. (100 yds. Clapham South Tube). Batt. 1107-8-9. (6401)
Standard 10 saloon de luxe; £250.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (5604)
1939 Standard 10 4-door saloon, black, in very good condition throughout, bargain; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. (1178)

MAYFAIR GARAGES, Ltd.—1939 model 1750 super de luxe 4-door sun roof saloon, black, red hide upholstery, good tyres, carefully used, excellent condition throughout, taxed 3 months' guarantee; £395.
MAYFAIR GARAGES, Ltd., Balderton St. (opp. Sel-fridges clock), Mayfair, W.1. Tel. Mayfair 5104-5105. (6868)

STANDARD 12

S **TARNES MOTORS** offer:—
£695 Standard 12hp saloon, grey with blue leather (May, 1947), excellent condition, mileage 17,000.
S **TARNES MOTORS**, 103, Cricklewood Broadway, S.N.W.2. Tel. Glia. 2480. (7116)

1938 Standard 12 de luxe saloon, in original condition throughout; £295; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5223 and 5774. (6166)

1947 Standard 12 saloon, black, one driver, perf. cond.; £635.—L. P. Dove, Ltd., 604 Beatty House, Dolphin Square, W.1. Vic 3800. (4188)
£425—Standard Flying 12, 1939, 4-door saloon, in very good condition throughout, black with green hide interior almost unmarked; many others.
BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Part 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube). (6891)

£285—1938 Standard Flying 12 de luxe saloon, grey, hide interior, clean condition, taxed, good tyres, excellent runner, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (6627)
1939 Standard 12 sports saloon 4-door, body reconditioned and resprayed metallic silver, one-piece blue leather upholstery, sound throughout; £345; trade inquiries.—John Jordan, Sandy, Beds. Tel. 64. (6962)

1948 Standard 12hp drop head coupe, grey, blue upholstery, low mileage, excellent condition throughout; £335; exchanges and hire purchase arranged.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Froisher 0063. (6314)
695 gns.—Standard 12 1946 fourseater drop head coupe, black, red leather, clean condition, taxed, small mileage, very carefully used, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowlands Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6559)

STANDARD 14

H **AROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
1948 Standard 14 drop head coupe, black, blue leather, immaculate condition; £255.
H. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1540)

SIMPSON'S MOTORS offer:—
1948 model Standard 14 saloon, moderate mileage, exceptionally clean.
SIMPSON'S MOTORS (Wembley), Ltd. (American car specialists). Wembley 3303. (1332)
R **OSE & YOUNG, Ltd.** offer:—

1948 Standard 14hp saloon de luxe, small mileage, exceptional condition; £750.—65-69, Stenhold Ave., Streatham Hill, S.W.2. 1 minute Streatham Hill station, Tulse Hill 6464. (5057)
1937 Standard 14hp saloon de luxe, black/red leather, guaranteed; £325.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. (6508)

1948 Standard 14, grey with blue leather, low mileage, in excellent condition; £795.
JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. (2923)
1947 Standard 14 drop head coupe; £750.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254. (4966)

1947 Standard 14 saloon, black, superb order; £725.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. (7094)
1947 Standard 14 hp saloon, 22,000 miles, new engine just fitted; £750.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (4823)
1938 Standard 14 saloon, blue, in very good condition throughout, any trial; £400.—Wembley Court Motors High Rd., Wembley. Arnold 5221-2. (4452)

1947 (Oct.) Standard 14 sal., grey, blue leather, 11,000 miles, unmarked.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (6357)

£45—Unrepeatable bargain; Standard 16 4-door saloon, runner but needs basket replacing.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (6632)

STANDARD VANGUARD

DICKS CAR SALES offer:—
1949 Vanguard saloon, 7,000 miles only, as new.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. (3290)
H. A. SAUNDERS, Ltd. offer:—

1949 Standard Vanguard saloon, black with tan leather upholstery, fog lights, etc., 5,000 miles; £1,045.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), N.11. side 0024. (6327)
GLANFIELD LAWRENCE offer:—

£995—1949 Standard Vanguard, green, with red upholstery, radio in immaculate condition.—407, High Rd., N.12. Finchley 0091. (3371)
WARWICK WRIGHT, Ltd. offer:—
1949 Standard Vanguard saloon, green, green leather, 1,000 miles; £1,125.
1949 Standard Vanguard saloon, grey, blue leather, 5,000 miles; £1,125.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (6597)

USED CARS FOR SALE AND WANTED-SPARES AND SERVICE

STANDARD VANGUARD
D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1949 Standard Vanguard saloon, leather upholstery, heater, etc., taxed; £950.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield, Howard 1631. [1305]

1949 (Sept.) Standard Vanguard saloon, metallic silver, one owner, loose covers, speedo. 7,200. £995. [1305]

FERRARIS OF CRICKLEWOOD, Ltd. 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [4456]

1949 Vanguard saloon with leather and heater, immaculate, £950.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [6756]

1949 Vanguard, low mileage, beautiful condition, Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557-6970. [19676]

CLASS'S MOTOR MART—1949 Vanguard, 6,000 miles, green, leather, immaculate, written guarantee.—5, Warren St., W.1. Euston 4110. [6985]

STANDARD Vanguard, choice of two, both with radio, leather, heater; from £895.—Clarke & Simpson, 73-75, Cadogan Lane, S.W.1. Sloane 4727. [6017]

ORDER your new Vanguard from Albert Farnell, Ltd., and be assured of prompt and efficient service.—75, Manningham Lane, Bradford. Tel. 28827-8. [0214]

1949 Vanguard, 7,000 miles, radio, heater, leather, as new; £1,025.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [7017]

1949 Standard Vanguard saloon, fawn, radio and heater, 5,000 miles, immaculate; £1,025.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [7017]

1949 Standard Vanguard saloon, 8,000 miles, radio and heater, immaculate condition.—Auto-work (Winchester), Ltd. Tel. Winchester 4534/4406. [6502]

1949 Standard Vanguard, colour grey, H.M.V. radio, heater, spare unused, fitted loose; £950.—R. S. Mead (Salice), Ltd., 42, Queen St., Maidenhead, Tel. 2642. [7060]

1949 Vanguard; under 10,000 miles, grey, grey leather, H.M.V. radio, heater, spotless; £965.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [6086]

ROSE & YOUNG offer: 1949 Standard Vanguard, immaculate condition, leather, heater, radio, 12,000 miles, black; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [6086]

STANDARD MISCELLANEOUS
MONTROE MOTORS offer:—

1934 Standard 10 saloon, 4-door, £175. [0052]

1937 Standard 9 de luxe saloon, reconditioned engine, £265. [0052]

1938 Standard 10 saloon, 4-door, £325. [0052]

1938 Standard 12 saloon, immaculate, recellulosed blue, £385. [0052]

1939 Standard Super 12 saloon, £395.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6800]

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard, black, 6,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Standard Vanguard, green, leather, heater, radio, 4,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Standard 4hp drop head coupe, black, one owner.—Below.

GORDON CARS (LONDON), Ltd.—1948 Standard 14hp saloon, black-red, immaculate.—Below.

GORDON CARS (LONDON), Ltd.—1947 Standard 14hp drop head coupe, black, perfect condition.—Below.

GORDON CARS (LONDON), Ltd.—1947 Standard 12hp G saloon, black, excellent order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6774]

CARRS AUTO SALES, Ltd., Croydon-Purley area distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088. [0052]

TANKARD & SMITH, Ltd. offer the choice of many Standard 8, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0901]

Standard Cars Wanted

C THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0901]

R ROWLAND SMITH'S the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991]

I URGENTLY need post-war Standard.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [19721]

POST-WAR Standard required: cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859]

MARSTON MOTOR CO., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181]

CASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [0901]

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Standard retailers, require cars in first-class condition. Mayfair 5242. [0870]

A PPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-198, King's Rd., S.W.3. Flaxman 4801-2-3. [7053]

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. Gla. 2480. [0431]

Standard Spares and Service

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439. [1685]

Standard Spares and Service
REPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0694]

STANDARD spares for all models, largest provincial stockists.—Hollingsdale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0359]

STANDARD spares, all models from 1935; replacement units; complete overhauls; recellulosing.—Pittocks Garage, Alexandra Terrace, Guildford, Tel. 5391. [6210]

SPARE parts by return of post; quote commission number when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Tel. 5486. [0475]

BROCKHURST GARAGE—Harrow agents for Standard, Triumph; sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsby 561. [0255]

L ANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911); full range of spares; phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286]

STANDARD spares, large stocks.—Post your enquiries to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars for sale of Thanet, Tel. Margate 1182. [1572]

K. J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [19367]

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.5. Finchley 5908-9. [0003]

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maids Vale 9114 (10 lines). [15965]

STUDEBAKER
DICKS CAR SALES offer:—

1941 Studebaker 20hp Champion saloon, very economical; £450. [0003]

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maids Vale 6828. [15965]

STUDEBAKER saloon, 1939-9, a perfect car in exceptional condition, any trial.—Brevet Flying Club, 11, Chesterfield St., Mayfair, W.1. Gro. 1353. [6900]

STUDEBAKER Cars Wanted
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker.—Wembley 3903. [0003]

SUNBEAM-TALBOT
TOM GARNER, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, green with brown leather, 6,000 miles. [6339]

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 3265-6. [6339]

MONTROE MOTORS offer:—

1940 Sunbeam-Talbot 10 saloon; £565.—Montroe Motors (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [4464]

BROWN'S for Sunbeam-Talbots.

1939 Sunbeam-Talbot 10hp saloon de luxe, excellent condition; £495.—Brown's Garage, Loughton (Essex) 4119 (Tube). [4791]

CHARLES RICKARDS, Ltd., offer:—

1948 (March) Sunbeam-Talbot 10hp saloon, metallic grey, 12,000 miles, very carefully maintained, in faultless condition throughout; £875. [0012]

56, Bayswater Rd., W.2 (next door Lancaster Gate Tube Station). Tel. Paddington 1820. [6411]

WARWICK WRIGHT, Ltd., offer:—

1949 Sunbeam-Talbot 90 saloon, satin bronze, red leather, heater, 15,000 miles; £1,350. [5673]

1949 Sunbeam-Talbot 90 saloon, silver green, buff leather, 15,000 miles; £1,250. [5673]

1949 Sunbeam-Talbot 90 saloon, black, buff leather, radio, 12,000 miles; £1,350. [5673]

1949 Sunbeam-Talbot 80 convertible coupe, silver, green, buff leather, 4,000 miles; £1,325. [5673]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [5673]

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Sunbeam-Talbot 80 saloon, 13,000 miles, immaculate; £1,175.—Portsmouth Rd., Thames Ditton, Esherbury 5551-2-3. [6939]

GORDON CARS (LONDON), Ltd.—1949 Sunbeam-Talbot 90 saloon, black, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1947 Sunbeam-Talbot 10hp saloon, grey, one owner only.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [6771]

1948 Sunbeam-Talbot 10hp saloon, one owner, gunmetal; £775.—Grove Motors, North Rd., Southall 3477. [2910]

1939 Sunbeam-Talbot 4-litre saloon, recent engine overhaul, sound throughout, unrepentable bargain; £425. [0012]

A 2, MOTORS, Palmerston Rd., N.W.6. Tel. Mai. 4723. [5911]

1938 3-litre sports saloon, engine and gear box completely reconditioned, mileage since overhaul under 1,000, new tyres, grey with red upholstery; £625. [0012]

7000 miles.—A 1947 2-litre Sunbeam-Talbot drop-head coupe, colour granite grey with grey leather, as new; £985. [0012]

R FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [7126]

SUNBEAM-TALBOT
£775—1947 Sunbeam-Talbot 10 saloon, small 2 1/2 ton, as new, disabled driver's equipment if required.—Autonips, 5, Balham High Rd., Balham 1509. [7021]

1949 Sunbeam-Talbot 80 saloon, satin bronze, low mileage, as new throughout, one owner; £1,200.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2. [6656]

1949 (Nov.) Sunbeam-Talbot 80 saloon, green with leather, radio, 2,000 miles, virtually new car, trade and part-exchange enquiries invited.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [5876]

545 gns.—Sunbeam-Talbot 1947 10hp sports 4-seater, silver, grey leather, excellent condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [6551]

1939 Sunbeam-Talbot 3-litre sports saloon, 4-door, sun roof, reconditioned engine, 5,000 miles, fitted wheel discs, radio, many extras; £450; terms and exchange.—Tel. Amherst 2000. Turner, 99-117, Clarence Rd., London, E.5. [6990]

CAMDEN MOTORS—Sunbeam-Talbot 2-litre 14hp 4-seater drop head coupe, 1940, very scarce model, attractive conditioned black coachwork with natural hide upholstery, brand new maroon hood, exceptional performance, steering brakes and back axle just overhauled; outstanding opportunity at £565. [0012]

CAMDEN MOTORS—Sunbeam-Talbot sports saloon, 1939, finished in metallic green with green leather, very pretty car, works reconditioned engine fitted June, mileage under 4,000 since, all new Dunlop tyres; £550. [0012]

CAMDEN MOTORS—Sunbeam-Talbot sports saloon, 1939, similar to above, condition a shade less outstanding, road engine; £485. [0012]

CAMDEN MOTORS—Sunbeam-Talbot foursome drop head coupe, 1939, silver grey with grey leather, especially outstanding mechanically, used recently by our work manager who specially recommends; £525. [0012]

CAMDEN MOTORS—Sunbeam-Talbot sports saloon, 1938-9, finished dark blue, very clean condition, lively little engine but most economical, fitted radio, etc.; £425. [0012]

CAMDEN MOTORS, Sunbeam-Talbot specialists, Lake St. Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Easy and confidential hire purchase facilities, part exchanges. Purchasers' fares refunded in full from any part of the country. Free delivery anywhere in the United Kingdom. Showrooms open till 8 p.m. Mon.-Sat. [6443]

Sunbeam-Talbot Cars Wanted

R ROOTES.

D DISTRIBUTORS.

R REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411.) [0089]

MANCHESTER—129, Deansgate. (Blackfriars 6677.) [0089]

MAIDSTONE—(Maidstone 3333.) [0089]

CANTERBURY—(Canterbury 3232.) [0089]

ROCHESTER—(Chatham 2231.) [0089]

WROTHAM Heath.—(Borough Green 4.) [0089]

R ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111]

R ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Rampstead High St. (Hampstead Tube). Ham. 6041. [0990]

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7037]

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Huttons, Lord St., Southampton. Tel. 2268. [0908]

CRIPPS of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381. [0468]

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089]

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—78-89, Pentonville Rd., N.1. Terminus 1001-7. [0365]

TALBOT 17.9hp sports saloon, 1935, blue, excellent condition; £185.—Wareing, Railway Tavern, Wareing, Dorset. [5933]

TALBOT 105 streamline 4-door sports saloon (Dec. 1936), luxuriously equipped, twin headlights, disc, black and chromium, fawn leather, immaculate and imposing car; written guarantee; exchange, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [7067]

Talbot Cars Wanted

R ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991]

BROOKLANDS, TRIUMPH

1949 Triumph razor edged saloon, black, beige leather, fitted radio, speedometer readout 7,000 miles. [0012]

1949 Triumph 2000 roadster coupe, polychromatic green, red leather, fitted radio, small mileage. [0012]

1948 Triumph 1800 roadster coupe, grey, blue leather, small mileage. [0012]

103, New Bond St., London, W.1. Tel. Mayfair 6351-6. [1653]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

NEWNHAMS, Ltd.

1949 Triumph 2000 roadster, excellent condition.

1948 Triumph 1800 razor-edge saloon, grey with red, low mileage.

1939 Triumph 14hp Dolomite saloon, black with NEWNHAMS House, 235-7-9, Hammersmith Rd., London W.6. Riverside 4646. (6405)

CLAND & TABOR offer:—

TRIUMPH 1938 2-litre Dolomite saloon in excellent condition throughout; £450. (7036)

PLY Welwyn 481.

TOM GARNER, Ltd., offer:—

1949 Triumph 2000 razor edge saloon, gunmetal with grey leather, heater and many extras. 4,000 miles, excellent condition. (6342)

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 265-6.

H. W. MOTORS, Ltd., offer:—

1947 Roadster, gunmetal-blue leather, cellulose unmarked, folding head new, one owner, works maintained, new tyres, taxed, exceptional condition. (6795)

H. W. MOTORS, Ltd., Walton-on-Thames 783 and H. 1437. (6723)

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 1800 saloon, grey with grey upholstery, 10,000 miles; £1,245.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (6915)

H. A. SAUNDERS, Ltd., offer:—

1949 Triumph 2000 saloon, black with beige upholstery, 10,000 miles; £1,265.

H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024. (6919)

WARWICK WRIGHT, Ltd., offer:—

1949 Triumph 2000 R.E. saloon, gunmetal grey, grey leather, heater, 8,000 miles, £1,375.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (6169)

GUY SALMON AUTOMOBILES, Ltd., offer:—

1949 Triumph 2000 model, 12,000 miles, immaculate, £1,025.—Portsmouth Rd., Thames Ditton, Esher 551-2-3. (5275)

1949 2000 Triumph saloon, colour metallic grey, 7,800 miles; £1,275.—Woking Motors (Maybury Hill) Ltd., Woking 1928. (1186)

£425.—1938 Triumph Dolomite sportsman's car, immaculate condition throughout.

MAKIN & HARRISON (MOTORS), 492-6, High Rd., Chiswick Chiswick 558-2619. (5581)

1949 Triumph Roadster 2000 model, as new; £1,050.—Brix & Colonial Motors, Ltd., Hampton Court Way Molesey, Tel. 4371. (2067)

1949 Triumph Roadster, Radiomobile, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3558. (6706)

1949 Triumph 2000 razor edge saloon, black, radio, 8,000 miles.—Brix & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3558. (6705)

GORDON CARS (LONDON) Ltd.—1946 Triumph 2000, black, exceptional condition throughout.—Gordon House, 373, Euston Rd., N.W.1, Euston 6611. (6769)

1949 Triumph 2000 R.E. saloon, gunmetal, grey leather, radio, heater, spare unused.—Ripco, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-4. (6329)

1949 Triumph 2000 model roadster, radio, heater, many other extras, excellent condition.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2335. (6329)

1937 Triumph Dolomite 14 sports saloon, excellent in every respect; 375.—Roya Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Tel. Euston 2700. (6329)

£885.—January 1947 Triumph 1800 razor-edge saloon, gunmetal grey with grey leather, beautiful condition, one careful owner since new, nominal mileage.

LAMBTON MOTORS, Lake St., Leighton Buzzard, Beds. C. Tel. 2041 (5 lines). Nearly 400 cars actually in stock. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery. (6965)

1949 finished black with beige leather upholstery, taxed December, absolutely spotless throughout; trade enquiries welcomed.

MOTORISTS (LONDON) Ltd., Great North Rd., E. Finchley Station F.2. Tudor 2301-2. (4443)

1948 (September) Triumph 1800 razor edge saloon, black with brown leather, 16,760 miles. Sited H.M.V. radio, as new; £975.—Fantiles Ltd., Garage, London Rd., Guildford 5328. (6368)

£356.—1937 model Triumph Vitesse 14/4 sports saloon, pale green, Dunloprio interior, excellent runner, smart appearance.—Bray Motors, 184, West End Lane, N.W.6. Hampstead 6490. (6626)

£750.—Triumph—1800 roadster, gunmetal, blue leather, registered November, 1946, exceptionally good condition throughout.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, London, W.2. Bayswater 0136-7-8. (6808)

750 cns.—Triumph 1800, July, 1946, roadster, silver grey, maroon leather, immaculate bodywork, beautiful chassis by enthusiast, although 1938 model, terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (6556)

£435.—Triumph Dolomite 14hp sportsman's saloon, immaculate bodywork, beautifully maintained chassis by enthusiast, although 1938 model, could pass for post-war product, 3 months guarantee; hire purchase, exchanges.

LAMB OF WOOD GREEN Finchley Showrooms, 421 High Rd., Finchley, N.12. Fin. 6201.

TRIUMPH

1948 (July) Triumph 1800 saloon, black, fawn leather, fully equipped, and in really first-class condition throughout; supplied and serviced by us since new, one particularly careful owner; £965; exchanges, deferred terms.—John S. Truscott, Ltd., 175 Westbourne Grove, Bayswater, W.11. Bay. 4274. (6747)

Triumph Cars Wanted

CASH buyers of low-mileage 1800 and 2000 Triumphs; provincial stockists type rapid gratities.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0183)

MARSTON MOTOR CO., Ltd., for your Triumph.—Tel. Sta. 5000 Seven Sisters Rd., Tottenham N.15. (0183)

CASH buyers of low-mileage 1800 and 2000 Triumphs; provincial stockists type rapid gratities.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0183)

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars. Upper St. Martin's Lane, W.C.2. Tem. 3558. (6697)

Triumph Spares and Service

NEWNHAMS, Ltd.

TRIUMPH specialists; service and spares for all models, including Dolomite type rapid gratities.—Hammersmith House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. (1539)

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingsworths, 10, Colwyn Bay (Tel. 5322). (0355)

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maids Vale 9114 (13 lines).

UTILITY CARS

WARWICK WRIGHT, Ltd., offer:—

1949 Austin A40 Countryman Utility, green, brown leather, 7,000 miles, 1950. (5675)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

1949 Les-Francis 7-seater 4-door utility, 6,000 miles; £1,050.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (7106)

1948 Bradford Utility, recellulosed blue, excellent condition, guaranteed; £450.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. (6512)

1939 Hillman Minx, with utility bodywork seating for four very attractive body; £395.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gln. 2234. (1364)

1949 Bradford Utility de luxe in sand colour, 3 seats, excellent order, guaranteed; £550.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. (6509)

HUMBER Super Snipe, 1939 converted pick up truck, Ace discs, etc., good running order, ex M.O.C.; £150.

MORRIS 10hp truck, fully reconconditioned, in grey primer; all chrome parts fitted; unregistered; new white canvas tilt, excellent order; £315.

JOHN JORDAN, Sandy Beds. Tel. 64.

CLASS'S MOTOR MART.—1949 Fordson 10cwt fitted 7-str. wooden utility body, written guarantee.—5, Warren St., W.1. Euston 3223. (1825)

1939—40 Ford V.8 22hp 5/7-seater utility, good order throughout.—Autowork (Winchester), Ltd. Tel. Winchester 4834/3406. (6506)

1948 (July) Hillman 10hp Estate car, foldaway seating, mileage 14,000, steering column change, nearest £750 secure.—26, Trinity St., Ipswich. (6845)

950 gns.—A.C. (April, 1949), 2-litre shooting brake, 5-seater, grained timber body, bronze wings and bonnet, glass all round, removable rear seat, drop tailboard, 18,500 miles, one careful owner, almost new condition.—Belov.

725 gns.—Les-Francis (August, 1948), 14hp shooting brake, makers 4-door 5-seater timber body, maroon wings and bonnet, brown hide upholstery, sliding glass windows, drop tailboard, removable rear seat, good tyres, one careful owner, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (7120)

Utility Cars Wanted

CASH buyers of low-uses; distance no object.—Hattons Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 (0993)

LATEST type Minx or Austin utility wtd.—Adams, 685, Durham Rd., Gateshead-on-Tyne. Tel. 75532. (4849)

VAUXHALL 10

£398.—Vauxhall 10 1939 4-door saloon, an exceptionally well kept car, original tools unused, changes several; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube). (6877)

VAUXHALL 12

CHARLES POLLETT, Ltd., offer:—

1947 Vauxhall 12hp saloon, black, 1 owner, 36,000 miles, very good condition, guaranteed; £665.

18 Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1415. (6885)

565 gns.—Vauxhall 12 1946 de luxe 4-door saloon, black, sliding head, brown leather, heater, carefully used, excellent condition, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6554)

VAUXHALL 12

(Nov.) Vauxhall 12hp saloon, blue, sun roof, one owner, 19,000 careful miles, really exceptional condition throughout; exchanges, deferred terms.—John S. Truscott, Ltd., 175 Westbourne Grove, Bayswater, W.11. Bay. 4274. (7120)

VAUXHALL 14

H. A. SAUNDERS, Ltd.—1946 Vauxhall 14 saloon.—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. (6498)

1948 Vauxhall 14 saloon, perfect condition; £825.

Herbert & Mills, Church Rd., Ashford, Middlesex. Tel. 2960. (4963)

(November) Vauxhall 14 saloon; £625.—Johnsons Service Garage, 1a, Midway Ave., N.1. Canonbury 6666-7-8. (5149)

1938 Vauxhall 14 touring saloon, excellent, guaranteed; £235; payments.—Vaughan, 17 Astwood Mews, S.W.7. Fro 1519. (7013)

1938 Vauxhall 14 touring de luxe saloon, guaranteed; £295; payments.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. (7023)

1938 Vauxhall 14 touring saloon, black, green leather, exceptional condition; £235.—Petersham Garage, Ltd., Petersham Mews, S.W.7. West. 4105. (6013)

1938 Vauxhall 14 saloon, black, in good condition throughout, outstanding bargain; £300.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. (6121)

VAUXHALL 14 saloon, 1935, excellent order throughout, four nearly new tyres; £175; terms, exchanges.—Lynch Garage (opposite G.P.O.) Uxbridge, Middx. Tel. 123. (6795)

1946 Vauxhall 14, black, brown leather, one owner; £695.—Hendon Central Garage, L71, 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. (2863)

1948 Vauxhall 14 de luxe saloon, finished black leather upholstery, 15,000 miles, fitted radio, taxed December, in really superb condition throughout; trade enquiries welcome.

MOTORISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (4444)

WALTER SCOTT Ltd.—1937 (model) Vauxhall 14 touring saloon, black, exceptional condition; £325; exchanges, terms.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Pri. 5914. (1503)

1946 Vauxhall 14 saloon, black leather interior, low mileage, fitted with Ekco car radio de-froster, Notek spot lamp; £725; also 1937 Vauxhall 14 touring saloon, in very good condition throughout; £295.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gln. 2234. (1362)

1937 Vauxhall 13 saloon, black, with red leather upholstery; this car has just been recellulosed and is in excellent condition throughout; £340.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. R. dney 2051. (6741)

1935 Vauxhall 14-6 1938 4-door touring saloon, metallic silver-grey, blue leather, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (6555)

TANKARD & SMITH, Ltd., offer 1948 Vauxhall 14 saloon in black with brown leather, genuine 20,440 miles only, as new in every respect, £865; three months' written guarantee; also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Finsbury 4801/2/3. (6321)

NAYLOR & ROOT, Ltd.—1939 Vauxhall 14hp J model de luxe, saloon, black, brown leather, very carefully maintained, excellent value; £525; 3 months' guarantee; choice of 250 quality cars; demonstrations written 1,000 miles; terms available.—25, East Hill, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. (6534)

VAUXHALL WYVERN & VELOX

TOM GARNER, Ltd., offer:—

1950 series (Nov. 1949) Vauxhall Wyvern saloon, black with brown leather, 400 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2. Blackfriars 265-6. (6345)

WARWICK WRIGHT, Ltd., offer:—

1949 Vauxhall Wyvern saloon, grey, grey cloth, 6,000 miles, £965.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (5060)

200 cars under £400 to choose from.

1949 Vauxhall Wyvern, 4-door left-hand drive saloon, colour blue with brown leather upholstery, 11,000 miles, indistinguishable from new; 859 gns.

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1949 Vauxhall Velox, small mileage, grey, radio, heater, etc., any trial or examination.

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MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St., Sheffield, 1. Tel. 24687. (6871)

1949 Oct. Vauxhall Velox saloon, 2,900 miles, blue/grey leather, as new.—Telford, Ltd., & Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (6346)

1949 Vauxhall Wyvern, black, low mileage, condition as new; £875.—Roya Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Tel. Euston 2700. (7078)

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VAUXHALL WYVERN & VELOX

H. A. SAUNDERS, Ltd.—1949 Vauxhall Velox saloon, 12,000 miles—Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. 16491

1949 Vauxhall Velox saloon, black radio heater, 7,000 miles, condition as new; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square W.1. Mayfair 0821/2. 15726

1950 series Vauxhall Wyvern, blue with brown leather, low mileage, many extras, as new; 2495; selection of 30 cars with 3 months' guarantee; trade enquiries welcomed.—H. A. Saunders, Ltd., Austin House, Castle St., Worcester. Tel. 2568. 16513

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LIMOUSINE 1938 25hp, partitioned, widest occasional, leather upholstery, black, n.c.e. order, ready service. 2445. Alpe & Saunders (100 Limousines; Lists posted) Providence Court, North Audley Street, Mayfair 2941. 16322

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GORDON CARS (LONDON), Ltd.—1949 Vauxhall Wyvern, 12,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1948 Vauxhall 12 saloon, blue, exceptional order.—Below.

GORDON CARS (LONDON), Ltd.—1947 Vauxhall 14hp saloon, choice of two excellent condition.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 16767

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1937 Vauxhall 25hp saloon, body in good condition, mechanically sound.

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ROWLAND SMITH'S, the Vauxhall buyers, Hampstead High St. (Hampstead Tube). Ham. 6041. 10994

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SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall. Wembley 3903. 18008

POST-WAR Vauxhall required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4428. 10860

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Wolseley 6/80 Cars Wanted

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1938 saloon 21hp wanted, sound mechanically, reasonable cost; letters.—Thomas, 26, Sunny Hill, Hendon, N.W.4. 12286

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattens, Lord St., Southampton. Tel. 2268. 10806

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JACK ROSE, Ltd., require low-mileage post- and pre-war Wolseley cars.—Stafford Rd., Wallington, Surrey. Wallington 677/8. 19269

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H. A. SAUNDERS, Ltd.—1936 Wolseley 12 saloon.—1 Austin House, 140-144, Golders Green Rd., N.W.11. Speedwell 0011. 16493

GATEHOUSE MOTORS, Ltd. Hushmore Village, London N.6. Mou. 4444. 13506

1938 Wolseley 12 saloon, repainted December 1950, speedwell 0011. 16493

GORDON CARS (LONDON), Ltd.—1946 Wolseley 18/80 saloon, green, excellent order throughout.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 16766

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£495.—Wolseley 18hp saloon de luxe, 1939, similar appearance to 1947 model; finished black with blue leather, one private owner right from new to 1949, one only since, which can be verified from log book, which also states that a new engine was fitted a little over a year ago; genuine and unrepeatable opportunity at the price.

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1938 saloon 21hp wanted, sound mechanically, reasonable cost; letters.—Thomas, 26, Sunny Hill, Hendon, N.W.4. 12286

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattens, Lord St., Southampton. Tel. 2268. 10806

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bond St., Liverpool. 1. Tel. Royal 6622. 17757

JACK ROSE, Ltd., require low-mileage post- and pre-war Wolseley cars.—Stafford Rd., Wallington, Surrey. Wallington 677/8. 19269

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WANSTEAD 1000. [6946]

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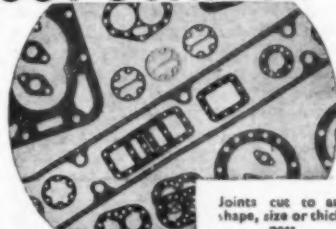
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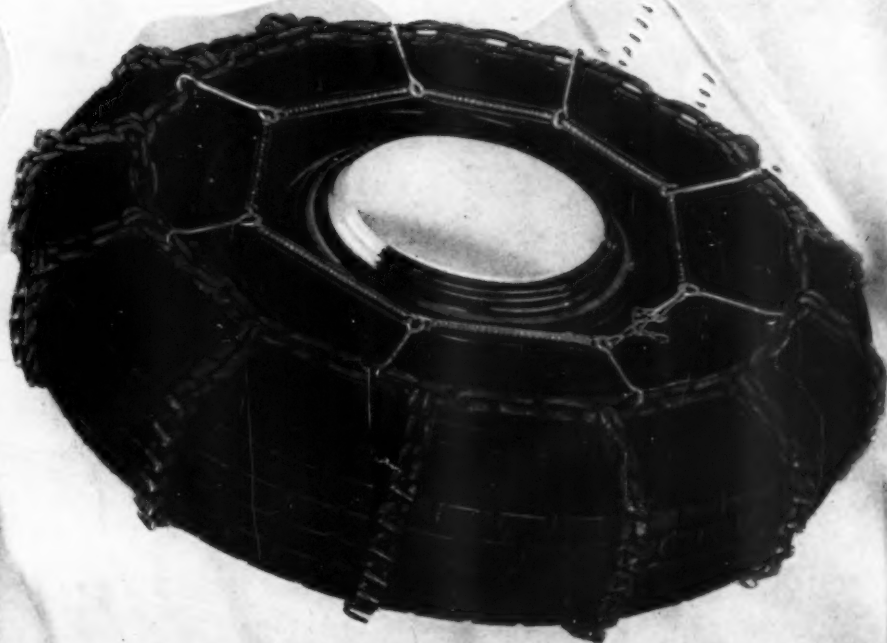
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